

# Navy News

FEBRUARY 1980 10p

## ENDURING HER LONELY STATION

H.M.S. Endurance brings a splash of vivid red to the silent desolation of the abandoned whaling station at Grytviken on the Antarctic island of South Georgia. The Endurance spent Christmas tied up alongside

the lonely jetty, with its background of partially submerged wrecks and rusting buildings. Members of the ship's company were entertained by staff at the nearby British Antarctic Survey base on King Edward Point. After celebrating the New Year in the Falkland Islands, the ice patrol ship sailed south again to begin the second work period of her Antarctic deployment. Full story in Page 15.

Picture: LA(Phot)  
Paul Gibson.

# DOGS HELP OUT IN THE BUSH

Landlocked Rhodesia has been the unusual sphere of activity this year for nine officers and ratings of the Royal Navy's Medical Branch who form part of the British medical team flown out to help counter health hazards faced by forces in the bush.

## Welfare funds' cash boost

Welfare funds of ships and establishments are to receive a £43,000 boost to offset some of the ravages of inflation.

The General Welfare Grant, which has remained unchanged at £27,000 for more than 20 years, goes to £70,000 for 1980-81, and is also to be reviewed regularly in future.

The higher grant for next year means, for example, that a Leander-class frigate which has been receiving about £95 will now get about £260. This is based on an increase from 36p to £1 per head.

### WELCOMED

With welfare funds used for recreational, sporting, and social activities, the increase in the grant, whose value has dropped dramatically with the years, will be welcomed.

Welcomed too will be the increase in grants to ships when they commission and their needs are usually greatest. Here the increase is about 160 per cent, giving a Leander about £330 instead of about £125.

The money for allocation as the Sports Equipment Grant has been increased by £26,000.

The R.N. officers and ratings who became involved in this unique operation by the Commonwealth Ceasefire Monitoring Group have been working in various assembly areas.

Their duties have included looking after the medical needs of the Patriotic Front and treating men, women, and children.

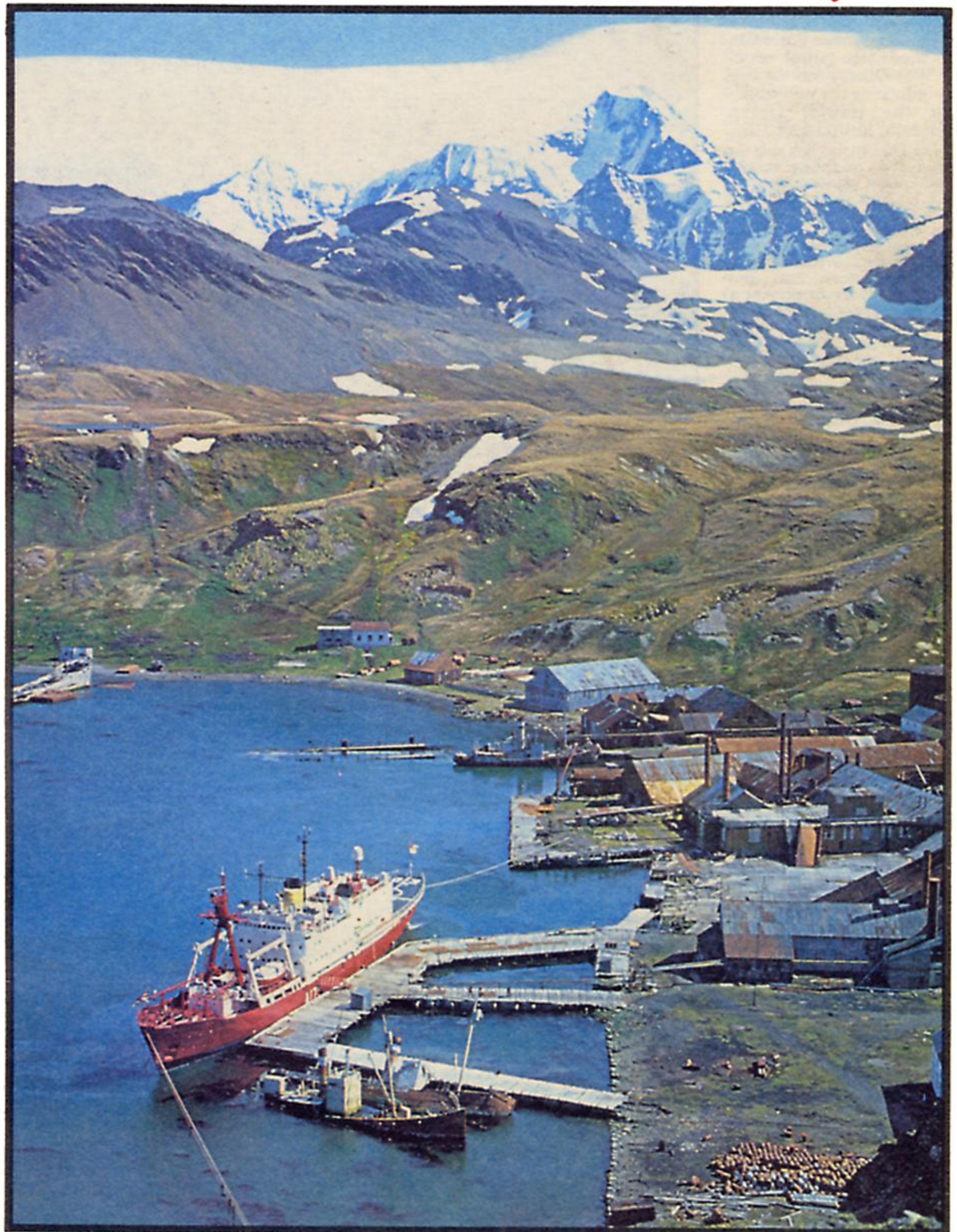
The Navy group, which flew to Rhodesia in the New Year, includes three officers from R.N. Hospital Haslar — Surg. Lieut.-Cdr P. D. Clarke, Surg. Lieut. S. S. Ridout and Surg. Lieut. D. M. Couper — and one from R.N. Hospital Plymouth, Surg. Lieut.-Cdr. H. O'Donnell.

### Ratings

The ratings are MT 2(N) S. M. McArthur and MAs K. Harvey and P. Newton (all from Haslar), and LMAs M. F. Clarke and J. G. Taylor (both from Plymouth).

There are also 23 members of the Royal Marines in Rhodesia comprising an 18-man monitoring team at Camp Kilo on the Botswana border, looking after 200 ZANLA soldiers, and a five-man ZANLA commissioners' team based at Bulawayo.

Senior R.M. officer is Lieut.-Col. D. L. Drysdale, who is heading the Bulawayo-based team.



## Polaris to have new warhead

Development of a new warhead will enable Britain's Royal Navy Polaris force to remain fully effective for at least another decade.

MPs were told this when near-completion of the programme to provide the new warhead was disclosed, although no detail was given.

Codenamed Chevaline and initiated in the early 1970s, the £1,000 million programme includes changes

in the fire control system and involves advanced penetration aids and the ability to manoeuvre the payload in space as the missile approaches target.

But it was not the same as the MIRV system which enables the warhead to split into numerous missiles, the Commons were told.

The Defence Secretary (Mr. Francis Pym) said the new warhead

had successfully passed a series of flight trials and the development was close to completion. Deployment would begin soon after, and that would maintain the full effectiveness of Britain's strategic deterrent into the 1990s.

He described the development as a "vitally important improvement."

The programme had been funded and managed entirely by the United

Kingdom with the full co-operation of the United States Government.

The Minister said the Polaris force was run by the Royal Navy with great skill and dedication.

In the decade or more of its operation, covering 114 individual submarine patrols, there had never been a moment's intermission in its standing readiness on station.

Continued in back page.

# BATTLEAXE LOOKS SHARP

H.M.S. Battleaxe, second of the Royal Navy's purpose-built, all missile frigates, has been accepted into service. She is pictured below entering Devonport to begin her career.

The Type 22 was handed over at

Devonport by Yarrows Chairman and Chief Executive, Mr. R. W. S. Easton, being accepted on behalf of the Navy by her commanding officer, Cdr. Roger Heptinstall. The Battleaxe, like her sister-ship H.M.S. Broadsword, is armed with Exocet surface-to-surface and Sea

Wolf surface-to-air missiles. She has an extensive range of sophisticated sensors and sonars, highly computerised data systems, and anti-submarine torpedoes which may be tube-launched from the ship or delivered by her Lynx

helicopters. Built at Scotstoun to metric specifications, she will be followed by H.M.S. Brilliant — launched just over a year ago — and H.M.S. Brazen, due for commissioning in 1982.

## Orkney guides major search

Battling against Force 9 to 12 winds, the patrol vessel H.M.S. Orkney was the ship co-ordinating the vain search for the trawler Ocean Monarch, lost off Fair Isle.

The Orkney was link ship for about a dozen fishing vessels, local radio stations and an R.A.F. Nimrod aircraft. But, after the recovery of wreckage and empty life rafts, the search was eventually called off.

During the heavy weather the Island-class vessel was also called on to try to prevent a drifting barge of 10,000 tons from damaging oil rigs in the Frigg Field.

### CHAMPAGNE TOAST

But there were lighter moments during the deployment. When the First Lieutenant, Lieut. Mike Jackson, clocked up his 200th boarding of fishing vessels he was greeted on his return with a champagne toast on the quarterdeck.

In all, H.M.S. Orkney has boarded 594 fishing vessels and steamed 100,000 miles since her commissioning three years ago.

## Emphasis on chips

Micro and word processors formed the underlying theme of the annual seminar for management services practitioners who work for the Forces.

At present more than 600 Service and civilian personnel are employed by the Armed Forces as practitioners, trained to apply problem solving techniques — with work study as the central core — to assist and advise on improvements in executive management.

Sixty-two practitioners, mainly team leaders, attended the seminar at the Joint Work Study School, Shrivenham.



# £13m. share-out by Naafi

Naafi say that the depressed state of the Military Salary before last year's pay awards was reflected in their turnover of £259m. for the year ended April 28, 1979.

The chairman (Mr. James Spooner) reported that sales were 7.2 per cent. up on the previous year, while costs had risen by 7.5 per cent. Despite the problem of a shrinking market and rising costs, the £1m. trading surplus handed back to Naafi customers was 8.8 per cent. up on the previous year.

### True increase

But Mr. Spooner also says: "After making allowances for the effects of VAT, variations in exchange rates, and so on, the apparent increase in sales of 7 per cent. is reduced to a more realistic 5 per cent."

"We have to recognise that there has been a further decline in the number of

our customers through falling strengths in the Forces and the drift of Service families in the United Kingdom away from the married patch (and hence from Naafi) into private homes.

"We think that this reduction more or less cancels out the effect of inflation on our turnover and that this 5 per cent. represents a true increase in the volume of our sales. In other words, we have genuinely increased sales to those customers we have retained."

Naafi "handback" to customers for 1978-79 came in the form of: Discount

and dividend to individual customers (£7.4m.); rebate to unit welfare funds (£2.9m.); money set aside to maintain rebate at 5 per cent. during the current year (£1.3m.); and "extra rebate" from the end-of-the-year surplus, paid to the Services' central welfare funds (£450,000).

A further £2m. — revenue from gaming and entertainment machines in Naafi clubs — was paid into unit and club funds to bring the total customer share-out from the year's trading to

almost £13m. — an 11 per cent. improvement on 1978-79.

With only £2.6m. transferred to reserves, Mr. Spooner has warned that, with continuing pressure on profit margin, an increasing rate of inflation, and exceptionally high interest rates, they must now "top up" reserves and reduce the level of borrowing.

### Discount cut

To help achieve this, the Naafi Council has agreed to reduce the rate of discount and dividend from 5 to 4 per cent. from this month. Mr. Spooner said the Board intended to restore the rate to 5 per cent. as quickly as possible. Meanwhile the rate of rebate to unit funds would not be affected.

Naafi also report that new life policies worth a record £4m. in sums assured were arranged last year — a 100 per cent. increase over 1978 — many of them being linked to house purchase.

## Raleigh club is tops

H.M.S. Raleigh's Naafi Social Club has been voted Club of the Year from the 43 clubs run by the Naafi throughout the United Kingdom. The club caters for the ship's company as well as 6,000 new entrants who pass

through Raleigh each year.

A certificate and trophy were presented to club supervisors Mr. Reg Henderson and Miss Lynn Rathwell by Capt. R. Richards, Naval Director on the Naafi Board of Management.

## SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

POMEM (L) C. Peacock, drafted March, over six months, H.M.S. Sultan for harbour training ships. Will swap for any Chatham shore base. Replies: 49A Sundridge Drive, Walslade, Chatham, Kent.

LRO(G) P. J. Sheere, Signal School Mess, H.M.S. Mercury, drafted H.M.S. Bristol, April. Will swap for any seagoing ship or one refitting Plymouth.

LS(R) Milsud, 3M Mess H.M.S. Brighton. Will swap for any shore base or ship in refit.

CK R. Proctor, TRAF galley, H.M.S. Raleigh, drafted H.M.S. Diomedes, May. Will swap for any Plymouth ship deploying or in refit.

ALCK D. R. Joughlin, H.M.S. Forest Moor, drafted H.M.S. Bulwark, Portsmouth, April. Will swap for any Rosyth ship or shore base.

STD M. Denton, 4L2 Mess, H.M.S. Intrepid, due to deploy summer. Will swap for Rosyth or Faslane ship.

AB D. Prior, B Watch, Naval Commcn, Northwood, Midlxx, drafted H.M.S. Invincible March, due Portsmouth based. Will swap for any Chatham or Plymouth ship or shore base.

CK T. Webster, H.M.S. Nulton, D & D until March, possible Med trip. Will swap for H.M.S. Raleigh or Devonport frigate.

STD B. Holland, J1 Mess, H.M.S. Guernsey, Rosyth. Will swap for any Portsmouth or Chatham ship, seagoing or in refit.

H.M.S. Danae, April. Will swap for London or Chatham (shore base or ship) preferably. Portsmouth ship / shore base also considered.

RO1 (G) Winchester, C. Watch, MHO Mount Wise, drafted H.M.S. Invincible, March. Will swap for any ship, shore base Plymouth.

WEM(O) A. W. King, 3EA Mess, H.M.S. Galatea, deploying Far East, May. Will swap for any ship in refit.

AB(S) Powell, 92 Marine Drive, Torpoint, East Cornwall, drafted H.M.S. Exeter, May. Will swap for any Devonport ship in refit or in home waters. Telephone Devonport naval dockyard 553740 extn. 5229 — 5220 H.M.S. Drake main gate.

LWEM(O) P. Carter, BK Mess, H.M.S. Leander, Plymouth, refitting mid '80's. Will swap for any Portsmouth ship.

AB (R) M. Price, 78 Placewood Block, H.M.S. Dryad, drafted H.M.S. London Portsmouth, March. Will swap for any Rosyth draft.

LMEM(R) M. S. Tipping, c/o Hall Porter, FMB Devonport, drafted H.M.S. Intrepid, March. Will swap for any Plymouth ship.

WEN(R)1 P. Carter, 3G Mess, H.M.S. Falmouth, due 12 weeks D.E.D. Portsmouth, then enters reserve. Will swap for any ship deploying.

LWEM(O) C. A. Barrett, 3P Mess, H.M.S. Antrim, deploying Far East via Suez, May. Will swap for any Portsmouth ship not going Far East, or shore base, or married accompanied draft.

AB(R) R. Anderson, 3EA Mess, H.M.S. Arethusa, Devonport, home waters until May, then six months refit. Will swap for any ship deploying.

Close, Gosport, Hampshire, drafted H.M.S. Naiad, May, deploying Far East. Will swap for any Portsmouth seagoing ship.

AB(EW) Mills, drafted H.M.S. Falmouth, June, Chatham, ship entering reserve, 1980. Will swap for any ship deploying Far East, W. Indies, U.S.A. Replies: R.N. Sailing Centre, Port Edgar, South Queensferry, Edinburgh, phone Edinburgh 331-3727, or the drafting R.P.O., H.M.S. Cochrane.

RELIN(A)2 McConnell, 'A' Flight, 824 Squadron R.N. air station, Culdrose. Will swap with any RELIN(A)2 or RE(A)2 interested in swap from R.N. air station Portland to Culdrose, June.

CK S. Screen, 3E Mess, H.M.S. Apollo, deploying Med. Sept. Will swap for Leander, Devonport.

RO1(G) R. M. Cranswick, F.W.D. Mess, H.M.S. Egeria, Chatham. Will swap for any Plymouth ship preferably in, or due refit. Must be C15 trained.

AB(EW) B. Sawyer, C.M.B. Store, H.M.S. Collingwood, drafted H.M.S. Ambuscade, April, due six months' refit. Will swap for any Portsmouth D.L.G. or Type 42, seagoing or refit.

AB(M) Castro, Recess H.M.S. Nelson, drafted H.M.S. Phoebe, Plymouth, May. Will swap for any Portsmouth G.M.D.

CK T. Dunn, 3EZ Mess, H.M.S. Galatea, due Far East deployment, May. Will swap for any ship not deploying for long period Plymouth, or Portsmouth.

LMEM(L) D. D. Yates, 103 Class P.G.A. cabin, E.T. School, H.M.S. Collingwood, drafted H.M.S. Aurora, Devonport, May. Will swap for any Portsmouth or Chatham ship, or shore base.

AB R. J. Yeomans, 3K Mess, H.M.S. Apollo, drafted R.N. Display team. Will swap

for any Plymouth shore base or ship in refit or not deploying.

CY W. J. Perkins, PO's Mess, H.M.S. London, refitting Portsmouth until end of May. Will swap for almost anything, preferably Common draft or Fleet Pool, H.M.S. Mercury.

ALMEM(M) N. P. Allen, 14, Hamble Road, Gosport, Hampshire, telephone Gosport 22798, drafted H.M.S. Antrim, deploying Far East, May. Will swap for any Portsmouth ship not deploying or F.M.G.

AB(EW) K. Hay, 12 Mess, H.M.S. Norfolk. Will swap for any frigate, preferably Leander.

LRO(G) P. A. Spiers, 'C' Watch, Common, Whitehall, drafted H.M.S. Rothesay, Rosyth, May. Will swap for any Plymouth or Portsmouth frigate due deployment.

LMEM(L) R. J. Hibberts, 3P Mess, H.M.S. Glasgow, due West Indies, June, until end of August. Will swap for any ship refitting, anywhere.

AB(S) R. Gourlay, 2H Mess, H.M.S. Nubian, drafted H.M.S. Diomedes, April. Will swap for any ship deploying.

STD P. O'SHEA, 2OP Mess, H.M.S. Cardiff. Will swap for any ship deploying.

PO(MN) D. Volley, H.M.S. Nulton, drafted R.N.R. Sussex, April. Will swap for PO(MW) billet, H.M.S. Vernon.

WEM(R)1 D. Rogers, 3M Mess, H.M.S. Dido, Devonport. Will swap for any Rosyth ship or shore base.

LWEM(R) D. G. Phillips, H.M.S. Forest Moor, drafted H.M.S. Dido, June. Will swap for any draft other than Devonport. Telephone Forest Moor Extn. 249.

AB(M) M. Bourke, 5F Mess, H.M.S. Bulwark, drafted H.M.S. Phoebe, Plymouth, May. Will swap for any Portsmouth shore base or ship not deploying.

SEA (M) Stevens (SCA) H.M.S. Arethusa, Devonport, home waters until May, then six month refit. Will swap for any ship deploying.

WEM(O)1 Allen, 131 Mess, H.M.S. Cochrane, drafted H.M.S. Sheffield, May. Will swap for any ship anywhere, except Portsmouth, preferably Rosyth. Telephone Rosyth FMG Extn 4345.

ALCK G. Knowles, 158 Mess, H.M.S. Cochrane, drafted H.M.S. Bideston, May, NATO Squadron, Portsmouth. Will swap for any Portsmouth or Plymouth frigate due to deploy.

POWEM (R) A. S. Gribbon, H.M.S. Caroline, BFPO 806, will swap for H.M.S. Rooke (Common) Gibraltar, due to join April.

## Uranium scheme

Plans are afoot for the Royal Navy's nuclear submarines to be propelled by highly - enriched uranium produced in Cheshire.

Subject to planning clearance and agreement of terms, the Ministry of Defence is to place a contract with British Nuclear Fuels Ltd. for the production of highly - enriched uranium at the company's Capenhurst works. A new enrichment facility is planned to replace the one operated at Capenhurst for defence purposes until 1963.

It is expected that building will start this year, and that the plant will become operational in the mid-1980s.

## Gee — what a motto!

Rudyard Kipling, it appears, was keen to do his bit for the Submarine Service during the First World War.

A letter from the patriotic poet has been found in a mass of photographs and memorabilia sent to the Submarine Museum in H.M.S. Dolphin by Lieut.-Cdr. Brian Clarke R.N. (retd), of Llanfoist, Abergavenny.

Addressed in September 1915 to Lieut.-Cdr. Clarke's late father-in-law, Cdr. Brownlow Layard, it suggests a motto for Layard's latest command, the new submarine G1.

"Since she is G1 and since one G on the bugle means 'Still'... she ought to carry the single musical note on the music staff," wrote Kipling.

### K9 GIANT

Lieut.-Cdr. Clarke has no idea how the correspondence began, but it was evidently continued for some years. He knows of another letter from Kipling when Layard had command of K9, one of the infamous steam-powered giant submarines.

It is not known if G1 ever took up the motto suggestion — they were not officially recognized for submarines at the time. If any surviving members of the crew, or their families know, the Submarine Museum would be pleased to hear from them.

The G1 served mainly in the North Sea during the First World War. She was finally scrapped in 1923.

## OBITUARY

C. W. Johnson, S(TS)(SM), H.M.S. Onslaught, December 17.

N. M. White, AB(S)(SM), H.M.S. Spartan, December 22.

M. A. GREEDUS, AB(M), H.M.S. Phoebe, December 27.

G. F. Squibb, LMEM(L), Portsmouth FMG Stat. January 1.

J. B. Strugnell, Cdr. With Sultan's Armed Forces, Muscat, January 3.

J. T. Dodd, POCK, H.M.S. Glasgow, January 6.

C. E. Setchfield, R.N.A.S. Culdrose, January 11.

J. Wilkinson, Sgt., R.M. R.M.R. Bristol, January 20.

G. E. Dowling, Ex-CPO. Served 22 years R.N. and nine years R.N.V.R. Died in Johannesburg.

V. W. Moore, Ex-CWREN WTR(G). Served 32 years.

# FILMS FOR THE FLEET

## Prince Charles is new movie chief

Cdr. The Prince of Wales is the new president of the Royal Naval Film Corporation in succession to Admiral of the Fleet Earl Mountbatten.

Like his great uncle, Prince Charles will not be merely a nominal head: he will follow Lord Mountbatten's example in chairing the Corporation's business himself.

Films released by the Corporation this month are:

**Eagle's Wing (A)** — Dale Robinette, Ralph Bellamy. A government agent is assigned to Utah to investigate reports of strange UFO sightings. Columbia-EMI-Warner. No. 688.

**The Main Event (AA)** — Barbra Streisand, Ryan O'Neal. Punchy comedy in which Miss Streisand enters the ring to knock some success into an easy-going boxer played by O'Neal. Columbia-EMI-Warner. No. 689.

**Prophecy (AA)** — Talia Shire, Robert Foxworth. John Frankenheimer's direction promises above-par photography in this horror tale resting on the old theme of mutants created by pollution. CIC. No. 690.

**The End (AA)** — Burt Reynolds, Dom Deluise, Sally Field. Could be a little confusing when the titles go up at the beginning of *The End* — but nothing is to be taken literally in this black

comedy about death. Burt Reynolds stars as Sonny Lawson who, told by his doctor he has not long to live, decides to choose the time and manner of his own end. United Artists. No. 691.

**Zulu Dawn (A)** — Burt Lancaster, Peter O'Toole, Simon Ward. Prequel to the successful "Zulu" in which a handful of Welshmen kept thousands of warriors at bay by singing at them. Not a note of "Men of Harlech" in this film, though, in which the Zulus get things more their own way. Teddewick. No. 692.

**Yanks (AA)** — Richard Gere, Lisa Eichhorn, Vanessa Redgrave. Schmaltz and powdered eggs mixed into a nostalgic film about the wartime

invasion of Britain by the Americans. United Artists. No. 693.

**Escape from the Dark (U)** — Alastair Sim, Peter Barkworth, Susan Tebb. A Disney film with British actors in a British setting — a Yorkshire mining village of 1909. The drama centres around the march of technology, Edwardian style — the replacement of pit ponies by machinery. Walt Disney. No. 694.

**The Rescuers (U)**. Disney again — this time a cartoon film in which a group of brave mice embark on the hazardous rescue of a kidnapped child. The voices include those of Bob Newhart, Eva Gabor, Joe Flynn and Geraldine Page. Walt Disney. No. 695.

# It's murder in the Navy . . . !

A murder serial centred on the Navy and written by a former CPO has been gripping audiences of ITV's Armchair Thriller series.

Much of the four-part story "Dead Man's Kit" was shot on board H.M. ships Juno, Apollo and Ajax at Portsmouth, where author Tom McClenaghan once served in the Field Gun Crew at H.M.S. Excellent.

It's not the first time that Tom's scripts have reached the screen: Thames Television used his play "The Jessie James Story" in 1973 and he wrote two episodes for the popular "Warship" series on BBC 1.

"Dead Man's Kit," produced by Southern Television, is set among the men of a Royal Navy frigate — and their women — after the Master-at-Arms is lost overboard in suspicious circumstances.

The Ministry of Defence vetted the script, though made only a few minor alterations, and the preview was shown on board H.M.S. Belfast in the Thames.

The serial has been shown twice weekly, with the final episode on February 7 at 8 p.m.



Nell Campbell as a Wren officer in former CPO Tom McClenaghan's television serial "Dead Man's Kit." Full marks if you spot the error, deliberate or otherwise, in her uniform. That mark of rank on her cuff denotes a sub-lieutenant R.N., NOT a third officer W.R.N.S. . . .

# THE AMAZON TOUCH

The rules say no Wrens in ships, but that didn't bar two parties of Wrens at home and abroad from sampling the life of Amazons.



ABOVE: A woman at the helm of H.M.S. Amazon . . . LWrenQA Kim Stanley sits at the controls with WrenSAs Margo Turner and Sandra Bloom. Ousted to the sidelines are LPT "Taff" Owen (left) and LREG Pat Doyle. Picture by LWren(Phot) Elinor Owen. LEFT: Helping a female crew member of the U.S.S. Vulcan to bring a woman's touch to the ship are (from left) LWrens Pat Hadfield, Tess Butler and Kim Wilkins. Picture by CPO(Phot) Les Warr.

It was hands on deck for Wrens at Naples when America's "Amazon" ship U.S.S. Vulcan paid a visit. The tender Vulcan is one of the first U.S.N. vessels to carry female personnel as fully integrated members of the ship's company — and the Wrens were welcomed aboard to see how much of a difference a woman's touch can make.

### TAKE-OVER

Meanwhile, at home, a party of six Wrens seemed to be making a take-over bid on board H.M.S. Amazon, as our picture shows. The Wrens, from H.M.S. Dauntless, spent a day in the frigate which has a close affiliation with the W.R.N.S.

We are reliably informed that the Wrens may well have gained control and given the ship's name greater significance had some of them not taken so long to find their sea legs . . .

## Diomedee goes North

H.M.S. Diomedee reports that her mid-December visit to the Borough of Langbaugh embroiled the ship's company in a wild round of fund raising for local charities, courtesy visits and meetings with civic leaders.

The frigate, which was adopted by Langbaugh in 1978, berthed at Teesdock, Middlesbrough, for the visit.

Among the most enjoyable trips made by the crew were to Kirkleatham School for educationally sub-normal children, and to the Cheshire Home at Markse.

### 315-MILE RIDE

Forty members of the ship's company, most of them keen cyclists, did their own thing by completing a 315-mile sponsored ride from Teesport to Portsmouth. The weather on the first day of the ride was so bad that the ship had to delay sailing. Undeterred, the cyclists pressed on to raise about £400 for the Cheshire Home at Markse.

The remainder of the ship's company were kept busy organizing teams for soccer, rugby and hockey matches.

### PRIDE

About 1,000 people demonstrated their pride in their adopted ship by visiting the Diomedee at Teeside.

The ship also played host to parties of children, many of whom had not seen a warship before. With the accent still on youth, Guisborough Army Cadet Force toured the ship, and 20 members of five local Sea Cadet Corps units joined the frigate for the return passage to Portsmouth.

## Hidden talent

"Hidden Menace," a film on the training of young submariners, will be shown in British cinemas with the new Dudley Moore film, "Ten."

Made at the Royal Navy Submarine School, Gosport, the film includes the work of the Submarines Escape Training Tank, the alongside training submarine H.M.S. Fin-whale and scenes aboard one of the diesel-electric Patrol submarines based at H.M.S. Dolphin, H.M.S. Sealion.

Produced by Global Films Ltd, it was shot entirely on location and features all Royal Navy personnel.

## DRAFTY'S CORNER

In his last column as Captain Naval Drafting, Capt. Peter Hames urges everyone to make full use of the system, with the general theme...

## Keep in touch!

This is the twenty-third Drafty's Corner to appear in these columns since I took over as Captain Naval Drafting in March, 1978 and it will sadly be the last in my time since I am being relieved by Captain C. J. Phillips on February 8.

I say sadly because I am sorry to be going. I have thoroughly enjoyed my time as Drafty not least because of the opportunity the job has given me to talk to many of you in ships and shore establishments. I have also found myself more than adequately motivated by a job which has a direct impact on the Fleet and the people in it.

I'd like to thank you for the way you have received me and entertained me during my visits and refrained (except on a couple of occasions!) from hurling brickbats at me.

As I hope you know by now my policy has been to bring Naval Drafting Division to you to the maximum extent possible and in the process to explain how drafting is done, what the current problems are, how you are affected by them and to give you a chance to ask questions about the system and about yourself.

## Improvement

My aim has been to dispel any illusions that drafting is run by the Centurion Computer in an impersonal way but that every draft is carefully considered with all known factors being taken fully into account.

I have often made the point that one of these factors is personal details and that we are vitally interested in them. Only you can give these to us. I think there has been some improvement in the rendering of DPCs but we still come across cases where DPCs are inadequately filled in, or worse, no DPC has been rendered for anything up to five years. Personal considerations are highly likely to have changed in that time and we would be drafting with insufficient knowledge. So keep us up-to-date with your changing circumstances.

I have also been pointing out to my audiences that your previous pattern of drafting is closely



"Another satisfied customer!"

considered in deciding your next job. There are fewer people serving out of first preference ashore than many think: for example, the figure for both General Service and Submariners is one in eight. It is unusual for anybody to be drafted out of preference in two jobs running and unlikely in consecutive shore drafts.

Drafting Division would prefer to have nobody out of preference but the Service requirement must be met if at all possible and since the number of referees per base port does not equal the

billets (it would be a miracle if it did) areas in shortage must be bolstered by referees from elsewhere.

Everybody knows of the Devonport imbalance where in most categories there are far too many referees for the existing shore jobs. On the other hand, we could do with more Faslane and Rosyth referees.

While imbalances persist there are bound to be some serving out of preference. This is a subject

which is under close study at the moment, the aim being to correct the imbalance, and a number of options are being examined. There is however, no easy short-term solution.

I am very keen that the liaison which exists between Drafting Division and the Fleet should be maintained and even improved. Quite clearly we cannot have everybody ringing up to ask about his next job but queries about a problem are acceptable from Divisional Officers and Heads of Section. Make use of the system.

From time to time your ship or establishment is likely to receive a visit from a Drafting Chief Writer who will have come to see if there are any questions from anyone. Make use of him.

## Initiative

Centurion lays on visits for junior officers (DCI (RN) 189/79) and senior ratings (DCI (RN) 189/79) amended by DCI (RN) 227/79 and a visit to Naval Drafting Division is included. Come and see us.

The initiative lies with individuals to help themselves to the system and you will find no lack of response from the Drafting desks.

We are constantly looking for ways of improving our liaison and getting more of the personal touch into drafting and this process will continue. Although it would be idle to pretend that we can please everybody all the time we do claim that we please the majority most of the time and the more we know about you, professionally and as an individual (the DPC again), the better our chances of improving our service to you.

For it is a service, and all those who work in Naval Drafting Division recognise it as such. They have a pride in doing it well, knowing what an impact their work has on the individuals they draft and on the Navy as a whole. I count myself fortunate to have been part of such a lively and well-motivated organisation.

Finally, I hope that you whom we draft feel that the organisation is doing its job well. If you don't, I hope you will use the system to say why, since we can then look for ways of improvement.

SPECIAL ARTICLE ON EXTENDED SERVICE BILLETS — PAGE 29

## THE 'TOURISTS' WITH 50,000 MILES ON THE CLOCK

Covering almost 50,000 miles in three-and-a-half months, the Royal Navy and Royal Marines Schools Presentation team has just completed a tour of more than 100 schools.

The team, newly formed each spring, was made up of four officers, 13 ratings and three Wrens, equipped with seven vehicles and a Wessex V helicopter piloted by Lieut. Gervais Coryton of 707 Naval Air Squadron, Yeovilton.

Two schools were visited per day, each display including helicopter demonstrations, a 200ft. abseil by Lieut. Colin Beadon R.M., search and rescue and load-lifting demonstrations, illustrated talks, and films.

During the tour there were 14 base moves between two hotels, three R.N. establishments and eight R.A.F. stations. The heli-

copter chalked up 120 hours flying time as the team covered comprehensive, grammar and independent schools, and sixth form colleges from Scotland to the South and from Wales to the East Coast.

The team, established 11 years ago, makes available to fifth and sixth formers the facts concerning Britain's maritime interests and the role and future of the R.N. and R.M.

Demands for displays is high: nearly 200 schools a year request a visit, those which cannot be fitted into the programme receiving priority the next time around.



Above: The R.N. and R.M. Schools Presentation Team pictured at R.A.F. Cosford. Left to right: The Flight — POAF Ken Mansfield, Lieut. Gervais Coryton, EA2 Ron Peach, APOACMN Buck Taylor, RELMN Keith Wills, NAM Scouse Evans (kneeling), AA1 Dave Clark, NAM Bruce Weddell; The Speakers — Lieut.

Colin Beadon R.M., Lieut.-Cdr. Chris Pile, Lieut. Richard Bruty, Third Officer Mary Jane Pearson; Wren WTR(G) Penny Moss; Advance Ground Party "A" Team — POAH Ian Ellis, ALOEM Dave Callister, CEM George Gallagher.

## Menai survey

Royal Navy hydrographers from H.M. ships Fawn and Fox are re-surveying the south-west end of the Menai Straits, which separates Anglesey from the Welsh mainland. The team, led by Lieut. Bob Ward, are using 31ft. motor boats for the work. The area was last surveyed 18 years ago.

## Change of course for WE chiefs

Candidates for promotion to Chief Weapon Engineering Artificer/Mechanic must now pass a six-week qualifying course at H.M.S. Collingwood instead of just an oral Professional Qualifying Examination.

The change comes in the wake of the Engineering Branch development, the aim being to teach the systems approach to weapon engineering and provide the necessary background knowledge for the higher rate.

The first section of the four-part course covers the "systems

engineering" approach to WE, while the second revises and updates the technician's specialist area.

## CROSS-TRAINING

As the chief technician will have responsibility for two specialist areas, the third part provides cross-training. Finally, an appropriate weapon or sensor system is considered.

The first course is planned for the coming summer, with three courses a year subsequently. Those passing the Fleet Board for acting chief technician will be placed on the roster for the course by H.M.S. Centurion.

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# SHIPS OF THE ROYAL NAVY

## No. 291



### FACTS AND FIGURES

Displacement: 1,260 tons. Length: 195ft. Beam: 36ft. Draught: 17ft. Propulsion: two 2,190 b.h.p. V8 Ruston diesels driving a single controllable pitch propeller developing 4,220 s.h.p. Speed: 16 knots. Range: 7,000 miles at 12 knots. Armament: 40mm/60mm Bofors gun mounting. Complement: four officers and 29 ratings.



# ANGLESEY PITCHES IN

Fishery Protection ships can expect to be among the busiest vessels in the Fleet, but when H.M.S. Anglesey steamed out of Rosyth in July for her first patrol, the ship's company could hardly have envisaged the seven months of hectic action ahead.

Since her debut she has steamed more than 15,000 miles around the coasts of Britain; she has carried out 80 boardings of trawlers from the U.K., Belgium, France, Holland, Spain, Norway, and Denmark; and she has rescued many fishing vessels from troubles varying from inoperative radio sets to injury or illness among the crews.

In August she was among the first rescue vessels on the scene of the disastrous Fastnet Race, saving seven men from H.M.S. Dolphin's yacht Bonaventure II. And just before Christmas she put a firefighting team on board

the Spanish tanker Butaseis, ablaze off the Devon coast with a cargo of petroleum gas.

H.M.S. Anglesey is the sixth of the Navy's Island-class patrol vessels. She was built at the Hall Russell shipyards, Aberdeen and launched in October, 1978, being commissioned in June last year.

#### Stabilisers

Following a short period of trials and work-up she joined the Offshore Division of the Fishery Protection Squadron—in terms of numbers, the largest squadron in the Fleet. But probably not the most comfortable.

The little ships of the squadron have to fulfil their role in all

seasons, all weathers in some of the most notorious waters around the British Isles. When applied to them, the word comfort has to be relative, though in the Island-class it is of a high standard.

Even the Island-class roll, experienced by the previous five ships, has been moderated in the Anglesey by the fitting of stabilisers.

Between emergencies, rescues and policing duties, the Anglesey—under her commanding officer, Lieut.-Cdr. David Poole—has managed to establish close links with her North Wales island "home" and, in particular, Holyhead Sea Cadet Unit.

*H.M.S. Anglesey, sixth of the Island-class patrol vessels, steamed into a whirl of activity when she began her operational career last year as part of the Offshore Division of the Fishery Protection Squadron. Eventually the Division will comprise seven Island-class vessels.*

## An old name revived

The present H.M.S. Anglesey is the first ship to bear the name since 1764, her predecessor being a fourth rate built at Liverpool in 1746 and laid on shore as a breakwater 18 years later.

There were two other Angleseys (generally spelled Angleses): a fourth rate built at Plymouth in 1694, and a slightly larger ship built at Hull in 1742, captured four years later by the French off the south coast of Ireland.

#### CHANNEL FIGHT

The first Anglesey was more active, taking the French privateer St Louis in the year she was built. In 1695 she and two other ships were engaged in the Channel against five French vessels, the Anglesey driving off a 56-gun Frenchman.

In 1711 she was in action again when, in company with H.M.S. Fowey, she retook the Scarborough which had been captured by the French the previous year.

Reduced to a fifth rate in 1719, she was rebuilt at Chatham six years later and eventually served with Admiral Vernon in Porto Bello from 1739. Her end was as inauspicious as that of the third Anglesey: she was sunk as a breakwater at Sheerness in 1742.

### PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £2.50 each (including postage).

Only postcards of ships listed here are available. Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Anglesey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aungmy, Aurora, Avenger, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Benwick (mod), Benwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife

(pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberton, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindsell, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maudslayi, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Ornyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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## LETTERS TO THE EDITOR

As part of my voluntary work as a local SSAFA secretary I visit the elderly widow of a regimental bandmaster in the Devonshire and Dorset Regiment.

On my last visit she told me that, when she was in hospital recently, she was pleased to find that the lady in the next bed was the wife of a Royal Marines bandmaster. She was delighted to find a shared interest. But can you imagine her surprise and joy when, as a result of this friendship, the R.M. Band visited the hospital and played for her the regimental march of the "Devon and Dorsets."

She could not tell me which R.M. band had visited. However, knowing their packed work schedules, I hope to reach them through your newspaper to express appreciation of their kindness. They brought great joy to a sick, elderly lady. — **Anne Brock, Mrs., Hon. SSAFA secretary, Torpoint.**

### H.M.S. Viceroy

There has come into my possession a framed and glazed photograph of H.M.S. Viceroy, together with a separate photograph of the ship's company. It is dated October 4, 1945.

If any reader served in this ship at that time I should be glad to let him have this memento if he will get in touch with me — **C. B. Fetherston-Dilke, Captain R.N. (retd.), Maxstoke Castle, Coleshill, Warwickshire.**

### Memories of

#### □ 'Schoolie' Tarr

There is a photograph in your November issue of a very pleasant occasion when Welsh jerseys and caps were presented to U.S. Portsmouth by Cdr. D. Tarr and Mr. Dewi Bebb. "Schoolie" Tarr, as he then was, had I believe played twice

## R.M. band brought 'great joy'

against the All Blacks in the 1935 season. Then, in the international, the scrum collapsed about 15 minutes before the end of the game and Tarr broke his neck.

This unfortunate accident put an end to his rugby career. No doubt he would have gained many more caps.

The 1935 All Blacks and many others thought he was the best hooker they had come across. — **R. C. Watkin, Captain R.N. (retd.), Jurby, Isle of Man.**

### 1911 Royal □ gift

Regarding the letters about the Christmas card sent by King George VI and Queen Elizabeth at Christmas 1939, how about this?

I have a souvenir card of the Coronation in 1911 of King George V and Queen Mary, given to me as a boy in H.M.S. Impregnable.

At Christmas 1914, while serving in the destroyer H.M.S. Leonidas, I received a Christmas card from the King and Queen and a separate card from Princess Mary. I also received a beautiful gift box containing tobacco and cigarettes from Her Majesty. — **J. W. G. Benton, Ex-CPO TDL, Princess Christian Home, Bisley, Surrey.**

# 'Give senior rates the responsibility they are supposedly trained to take'

I write with, I feel, some constructive thoughts on the problems posed by the wastage rate of senior ratings. I served my "12" in the Royal Navy as an artificer, leaving in 1968, but my work has kept me in touch with the Service and I still meet ex-colleagues.

While it is important that men should be properly paid, they do not join the Forces to make their fortunes. Looking back at my Service time I realized that my basic emotion was a sense of frustration. I was told throughout my apprenticeship time that I was being trained to take responsibilities and decisions.

Apart from the fact that I realize now that

the training in leadership aspects was inadequate, the responsibility and decision making rarely, if ever, happened. There was always an officer around to ensure that those skills (or the lack of them) could not be exercised.

### TOO MUCH POWER

It is only the senior rating who, in addition to doing his own increasingly onerous and demanding work, can provide the experience behind young, inexperienced men with too much power too early in their lives.

It seems to me the solution is to give senior rates the responsibility they are supposedly trained to take. They do not need (or ask) to be commissioned, merely that they be allowed

to do the job. The Navy is overburdened with junior technical officers doing the jobs of senior ratings.

The Service does not need to go to the universities to find its middle management. There is a wealth of talent and skill that is wasted by this obsession with paper qualifications artificially equated with officer status.

We are told that the contraction of the Service is an inevitable consequence of lack of money. One way of getting the Navy's work done more efficiently and cheaply would be to stop imagining that only a man with rings on his arm can run a department or, for example, fly a helicopter. — **John Neimer, Portland, Dorset.**

# JUST ONE MORE JOB?



The headline article in January's Navy News concerning the "enhancement" of senior rates' duties has provoked, to say the least, lively discussion. Officers who already have the responsibility of this duty are only too delighted at the prospect of extended duty rosters. The reaction from senior ratings was not so favourable.

There are many questions about the scheme which occur. Here are a few:

Surely the duty commanding officer will immediately reduce the status of the officer of the day? And will officers be withdrawn from OOD rosters to become duty commanding officers?

With a warrant officer or CPO as OOD, will midshipmen/junior sub-lieutenants continue to act as 2nd OOD?

Exactly who are the senior ratings to be detailed for this duty? Will they include the Master-at-Arms? Warrant officers in some ships do not do duties (a privilege which in my opinion should extend to all ships). Will they now be expected to carry out this duty?

My personal opinion is that this is not so much the delegation of responsibility but more the imposition of yet another job on senior ratings who more often than not have enough to do already. — **K. A. Finch, FCPO, Fareham.**

stances and organization. It is not, however, envisaged that an officer will be 2nd OOD when a senior rating is OOD.

● Commanding officers can add warrant officers to the OOD roster — their other duties and responsibilities being taken into consideration — and whether the Master at Arms is included is also at the captain's discretion. — **Editor.**

### Nicholson

#### □ burial

On May 12, 1936, Leading Seaman S. G. Nicholson, of H.M.S. Hood, was buried at Las Palmas. As first lieutenant of the Hood at that time I arranged the details of the burial.

When I revisited the Canaries in 1978 I took a photograph which I should be pleased to send, together with a covering letter, to any relative. — **M. E. Wevell, Cdr., Dargiel, Lilybank Avenue, Muirhead, Chryston, Near Glasgow.**

### Not new

● Among points made to Navy News in reply to the queries raised was that having a duty commanding officer is not a new principle — it can happen where an officer is OOD, particularly in larger ships. It was thought wise and helpful where, for instance, a technical rating might find himself confronted with a seamanship contingency with which he has little experience.

● A combined OOD roster of officers and senior rates will, no doubt, be operated by many ships. There is no general policy to take officers' names from the OOD list, although a few who could operate as duty commanding officers may be removed. It may also be possible to augment the DCO list by drawing in officers not at present involved in these duties.

● Commanding officers will decide how and when their ships operate the new arrangement in the light of individual circum-

## Museum wants naval photos

Could I appeal, on behalf of the Royal Naval Museum at Portsmouth, for naval photographs that your readers might possess and which they feel they can spare.

This museum, alongside H.M.S. Victory in Portsmouth Naval Base, is currently seeking to develop its displays and archives in order to embrace the history of the Royal Navy over the centuries with particular emphasis on its social aspects.

### COLLECTION

An essential part of this development is the establishment of a comprehensive photographic collection.

Any photographs depicting the ships and activities of the Royal Navy over the past 100 years or so, especially those showing Service life on board, would be most welcome. If the photographs could be identified this would be an added benefit.

### RESEARCH

Any photographs donated now, or at a later stage, would be readily available for research purposes, and it is hoped that a number of them would eventually be put on display for the benefit of the large number of visitors the museum receives annually. Naturally all such donations would be gratefully acknowledged. — **R. H. Parsons, Capt., R.N. (retd.), Director, Royal Naval Museum, H.M. Naval Base, Portsmouth.**

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# SAVE & PROSPER GROUP

# Debts forced sale of club

In reply to Mr. R. N. Farrell (November), Glasgow and District Naval Association did have a good going club at 24, Woodside Place.

But rising costs forced the sale of the club to meet our debts. As far as I know we still have some cash left in trust.

In my opinion, as an ex-committee member and minutes secretary of the Joint Council, it would not be possible to reopen a club. If we had had the support, we would never have had to close.

The Navy are not alone. In the past few years the following have also had to close for the same reason: Argylls, Royal Engineers, Scots Guards, HLI-RHF and Royal Scots Greys.

The following clubs are still in being and would, I am sure, welcome ex-members of the R.N. Club — R.A.S.C., Royal Artillery, Gordons, Black Watch, Camerons and Seaforth Highlanders.

In conclusion, a big thank-you to our ex-vice-chairman Jimmy Quinn, who gave so much and worked so hard for the good of the club. — **C. D. Calder, ex-Colour Sergeant, R.M. Glasgow.**

Post to: Letters to the Editor, Navy News

JACK

by TUGG



## Too long for a cap tally!

Your correspondent J. A. Stevenson (January) is unlikely ever to see one of H.M. ships named H.M.S. Kingston-upon-Hull for the same reason that, back in 1934, H.M.S. Weston-super-Mare, after being christened and launched, had her name shortened to H.M.S. Weston.

You just can't get all those letters on a cap tally. — S. H. Rodgers, ex-CPO, Southsea, Hants.

## Kingfisher not the highest

The claim of H.M.S. Kingfisher that at 45.5 metres she became "the highest warship in Europe" must surely be tongue-in-cheek.

In June 1979 H.M.S. Cutlass and H.M.S. Sabre visited Basle in Switzerland. In the city's official brochure, presented to each member of the ship's company, the height above sea level is quoted at 900 ft., or approximately 300 metres.

As Basle is also 850 kilometres from the sea we jointly claim both "highest warship in Europe" and "farthest warship inland in Europe" records. — M. W. West, CPO, H.M.S. Cutlass.

With reference to the H.M.S. Kingfisher claim, I believe the record is still held by H.M.S. Flintham and H.M.S. Dittisham which arrived at Basle, Switzerland, on March 31, 1969, and were 839ft. 11in. (256 metres) above sea level.

Some publicity was lost on this occasion as the Press release was made on All Fools' Day. No one believed it! — F. J. Bloom, Lieut.-Cdr. R.N. (retd), Whitstable, Kent.

## History of B.F.B.S.

I have been commissioned by the British Forces Broadcasting Service to write a history of the service from its early days when the first stations were opened in 1943, to the present time and the start of the television service in Germany.

Because this service was initially scattered and each station virtually autonomous, most of the early records are bound to come from personal reminiscences. I write to ask if readers would be willing to share their memories, either verbally or from written records they may hold, including photographs.

In the first instance could they write to me at the address below without including original written material.

Both I and B.F.B.S. would be grateful for all help in documenting a service which has meant much to Servicemen and women and their families — Doreen Taylor, Ardwell, Lauder, Berwickshire.

## Two angles on that 22-year gratuity:

# Advance sum could have bridged gap

With nine months to serve to complete 22 years, I looked round for the most economic ways of resolving my housing problems before leaving the Service.

I currently own a two-bedroomed bungalow, but with two rapidly growing boys it was certain I should have to move.

My building society refused a second mortgage, even though my pay had quadrupled since I took out my existing mortgage. The reasons given were that they were, short of funds, and what funds they had were being offered to first-time buyers.

It became necessary for me to seek a £4,500 "bridging loan" through my bank, until I leave the Service and this will cost me in excess of £750 in interest alone.

If I had not owned my own house, I would, as long as 18 months ago, have been able to borrow from the Navy a sum amounting, I believe, to as much

as £3,000, being an advance of my gratuity, to settle my affairs before leaving the Service.

I could have sold my existing property, banked the capital gained from the sale, and then approached the Navy for disturbance and removal expenses to move my family from Peterborough, where I live, into a quarter at Chatham.

Having arrived at the quarter I should then be in a position to approach MOD for an advance on my gratuity for resettlement. I would then have been able to afford the new property, and have duly moved out again. Don't you feel that this is a great waste of both time and capital on the part of both the person concerned and the MOD?

So why not advance to any man, regardless of financial circumstances, a predetermined sum of money, if he chooses to have it, at say the 20-year point in his career?

Incidentally, I did not obtain an advance of pay in the house purchase scheme, having saved the money myself. This is, I believe, more weight to my argument that people in my circumstances should be granted this advance. — J. A. Lallyette, LWEM(O), H.M.S. Eskimo.

### MIGHT HELP

● Newly-announced provisions might help our correspondent, we are told.

"The LSAOP rules could have been used to his advantage in the way he suggests — by selling his

# Rugby match 'less robust than most'

I am not prone to over-reaction when the Press abuses its freedom and publishes distortions of the truth because it happens so frequently in the national papers and journalists have a difficult job. However, when Navy News publishes two inaccurate and unsubstantiated slurs on my establishment on the same page I am roused to react.

The caption to the action photograph of the semi-final of the Navy Cup rugby match between Fisleigh and Heron

stated that the game was marred by a spate of punching, raking in the rucks and high stiff-arm tackles and implied that Fisleigh were responsible for injuries to the Heron scrum and fly halves.

As an experienced player and spectator I must assure you that the game was considerably less robust than most cup ties and that the unfortunate injuries sustained by the Heron and Fisleigh players were in no way due to foul play.

### JUDGMENT

Lower on the same page your correspondent and my good friend Mike Vernon delivered himself of the judgment that the Raleigh supporters at the final against Excellent behaved in a manner which was detrimental to rugby and brought little credit on themselves or their establishment.

That was the expression of a personal opinion which I do not share but to which he is entitled. However if he is going to publish abuse he must take the riposte.

### THE KOP

The spectators in question made a great deal of noise in the manner of a soccer crowd on the Kop. As many of them were barely three weeks in the Navy this is hardly surprising. They did, however, provide their team with just that support needed to win a dour struggle.

Perhaps Mike Vernon was put out by the volume of their support which prevented him from offering his customary pungent criticisms of the referee and players in a sufficiently loud voice to be heard all over the ground. — John Jacobsen, Capt., R.N., H.M.S. Raleigh.

# A soppy view of smoking

I would like to make a few points in response to the letter on smoking (January) from ex-CMEA(H) L. Searle.

I am at present employed in a division of 21, including three senior rates. Of that number only one has anything approaching an overweight resemblance. Seven are smokers and, yes, we all look prematurely aged — only because of reading soppy letters from old hands who are out of touch with the modern Navy.

Look around and you'll see modern-day jack doing a lot more to remain reasonably fit than his civvy counterpart. The percentage of non-smokers is increasing rapidly, so how is "management" to blame? — O.J., H.M.S. Coventry.

## Assistance to authors

Mr. Alan Coles, of Ridgeside, Jubilee Road, Totnes, Devon, is seeking information from men, or their relatives, who served in Q-ships during the First World War, to complete research for a book.

Mr. Paul E. Beaver, of 12 Lances Close, Meopham, Kent, is researching a book on the general history of the British fixed-wing carrier and would be pleased to receive any memorable tales and photographs. He is particularly interested in contacting veterans of pre-war carriers and post-war carriers of the 1940s and 1950s.

Mr. T. Westcott, of 29 Spring Close, Histon, Cambs, would like to hear from anyone who served in fast minelayers (H.M.S. Abdiel-class) during 1940-45. Dunbar Sea Cadet unit is hoping to compile a Service history of the Bangor-class minesweeper H.M.S. Dun-

bar JS 53, which was scrapped in 1948. Anyone who can supply information or photographs is asked to contact Sub-Lieut (SCC) J. N. Dow, R.N.R., 45 Gourlaybank, Haddington, East Lothian, Scotland.

Mr. D. R. Owen Evans, of 16 Parcau Avenue, Bridgend, Mid-Glamorgan, is hoping to compile a project concerning the aircraft carrier H.M.S. Courageous, lost in 1939, and her survivors, from whom he would be pleased to hear.

Mr. M. A. Houghton, 135 Grove Street, Liverpool L7 7AF, wants information on the wartime career of the Dutch liner m.v. Christian Huygens, built in 1928 for the Far East passenger trade. She was operated as a troopship, particularly on the U.K.-Cape route to Egypt (1940-43) and mined — and lost — in August 1945 in Dutch waters.

## No joke for Wally!



It's no joke, folks! Wally has lost one of his cartoon books. The book — one of six by Wally — produced in limited edition for the ship's company of H.M.S. Eskimo in 1976.

It has a white cover bearing a Wally cartoon and the enigmatic slogan "Beware of the Dink!" in red type. Cartoonist PO(R) Wally Blagden (left) lost his copy while on firefighting duties in London a few years ago. If anyone has a "Dink" edition Wally would like to photo-copy it to complete his collection. He can be contacted in 2L Mess, H.M.S. Diomed.

Wally's often bawdy point of view will be well known to his shipmates, past and present, in H.M. ships Apollo, Eskimo, Glamorgan and Diomed.

Picture: Po(phot) Len Cobbett

More letters in Page 18

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# The biggest flying boat of them all

Imagine an aircraft with a tail fin ten stories high and a wingspan of 125 feet more than that of a jumbo jet! The picture would not be futuristic, but a memory of the Second World War.

Dwellers around the Solent will recall their own giant, the Princess flying boat, which used to soar on trials, but the daddy of them all was the American Hughes H-4 Hercules.

The story of this remarkable machine is told in "The American Flying Boat," by Captain Richard C. Knott, U.S.N., published by Conway Maritime Press (price £15). This illustrated history is a handsome volume containing 123 photographs, five colour plates and 31 line drawings. The catalogue of achievements recorded by the flying

boats on the other side of the Atlantic include the world's first scheduled airline, the first transatlantic flight, the first great passenger airliner, and the Hercules — the biggest aircraft the world has ever known.

## PATRIOTIC PRIDE

Patriotic pride demands a mention that while the Hercules only once got airborne, and that only for about a mile, the British Princess graced the skies on many occasions, but, sadly, was already outshone by the growing breed of land planes.

The great flying boats are now but a legend, from which Captain Knott has unearthed a wealth of facts, anecdotes and personalities about every significant type produced in the U.S.



Picture: Hughes Aircraft Corps.

Below — The Hughes H-4 Hercules, daddy of all giant flying boats, takes to the air for the first and last time on November 2, 1947. Constructed of laminated wood, it is still preserved in a special hangar.

## BOOKS

# Fuel for thought in grain sail race

When Arab cities crumble in an oil-less desert and the world recoils from atomic waste, international commerce may once again rely on the free energy provided by the wind.

Already, as Britain grows nearer the abyss of economic failure, there is much to be said for bringing Japan's car spares and electronics by sailing ship. It could be quicker than trying to get a replacement door handle from strife-ridden British Leyland.

Thoughts already being voiced could be strengthened after reading "The Last Grain Race," by Eric Newby, first published in 1956 and now available again from Martin Secker and Warburg (price £6.95).

## SPEEDING

It comes as a surprise to be reminded that no longer ago than 1939, 13 great sailing vessels were speeding across the oceans from Australia, their hulls crammed with grain.

A ship of that kind, run with utmost economy and a low-paid crew, could reach Falmouth or Queenstown for orders after 120 days on passage, and still make a profit on a round voyage of about 30,000 miles, the outward 15,000 having been made in ballast.

The author of the book, Mr Newby, in a spirit of adventure, went as an apprentice in the Moshulu, claimed to be the greatest sailing ship in commission. Her mainmast cap was 198 feet above the keel.

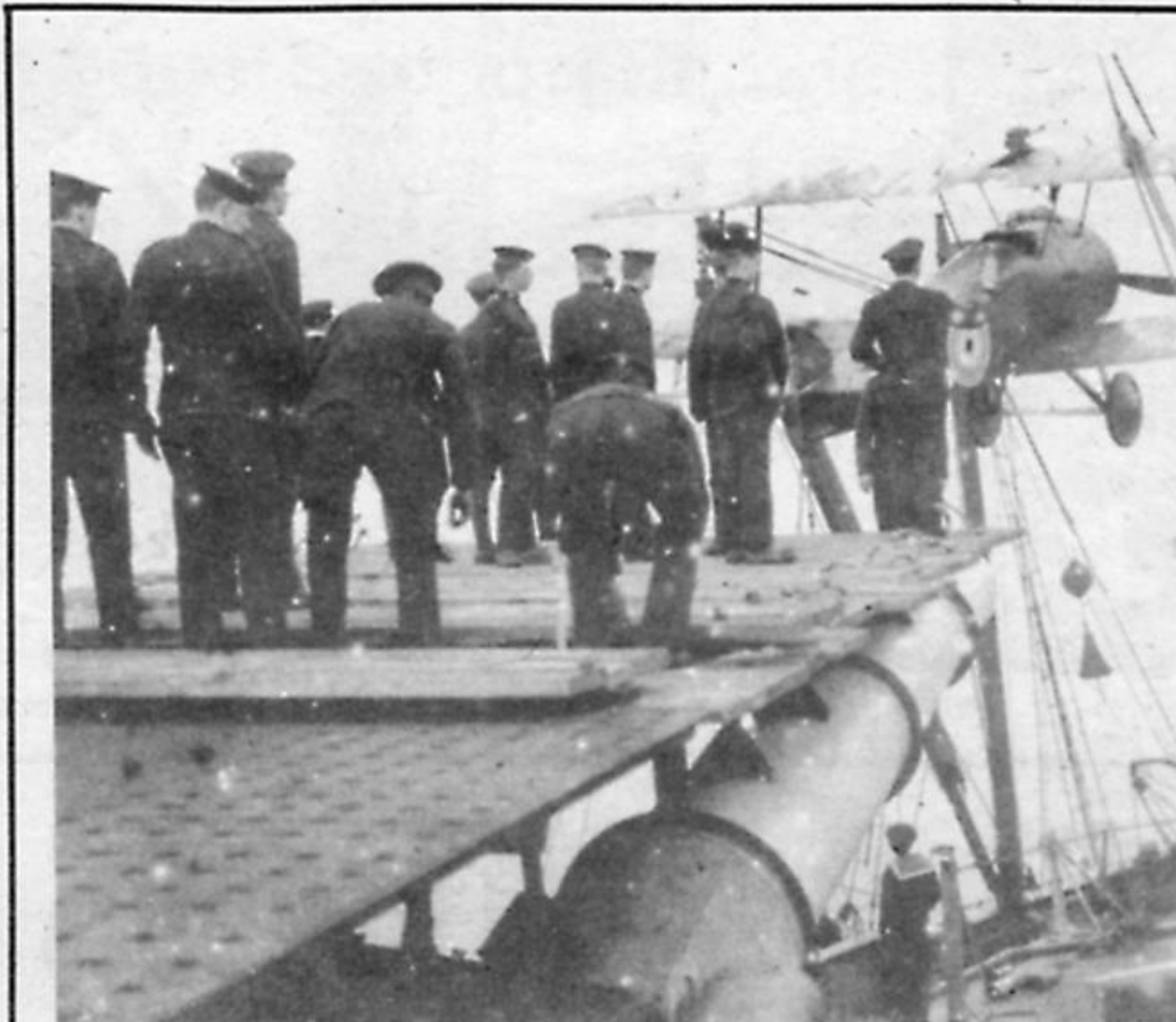
This four-masted barque, screaming along in half a gale, must have been a sight to thrill any lover of the sea.

## OUTSTANDING

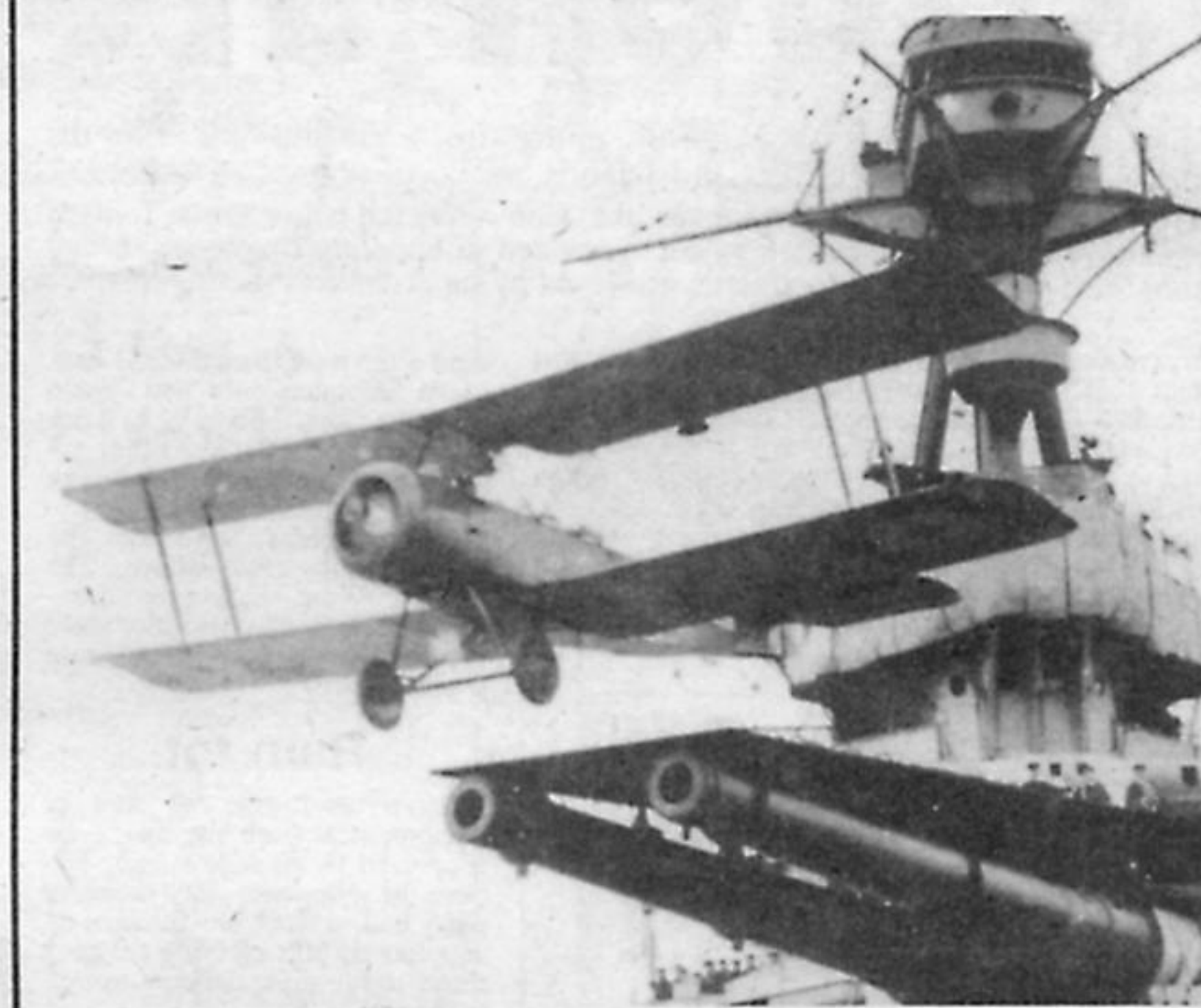
The story of the trip to Australia and back is familiar enough to sea-struck readers, but Mr Newby had both the material and flair to present an outstanding yarn, taking us through the sunny days and the storms, and the always-remembered rounding of Cape Horn.

Coupled with the personalities of the motley crew was the spice of competition. On 10 June, 1939 the Moshulu dropped anchor at Queenstown — first home after 91 days on passage from Port Victoria.

Unknown to them at the time, they had won the last grain race. Who knows what the future will hold for the cargo carriers of the seas.



(Pictures: Cdr C. F. B. Powell)



Air power goes to sea in 1918: a Sopwith Camel is lowered onto a platform built on X turret of the battleship H.M.S. Barham.

# How air power went to sea in 1918 . . .

The enemy, it could be claimed, created the Fleet Air Arm, by delivering punches which shattered "battleship admirals" and brought light on the errors of judgment which sent the Royal Navy so ill-prepared into the Second World War.

According to Admiral Sir Caspar John, the basic reasons for the Admiralty failings was that on 1 April, 1918 the bulk of the Navy's air knowledge went to the Royal Air Force — and took all too long to replace.

## OLD FOREBODINGS

Small wonder that the decision to kill off aircraft carriers and transfer fixed-wing aircraft to the Royal Air Force should have renewed, in recent times, all the old forebodings.

The F.A.A. throughout its life has been something of a punchbag for Service rivalries, and author Geoffrey Till has put seven years of research into writing "Air Power and the Royal Navy 1914-1945," published by Jane's (price £9.50).

Dr Till is a member of the history department of the Royal Naval College, Greenwich. His work is a scholarly survey which does far beyond the simple explanations of "fighting blockheads" and delves deeply into all the grey areas of struggle surrounding aerial capability at sea.

A Sopwith 1½-Strutter takes off from H.M.S. Barham's B turret.

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# How they took food to Bilbao

Britain's last years as a Great Power were marked by the remarkable "non-intervention" involvement in the Spanish Civil War, when the Royal Navy was challenged by the Spanish cruiser Almirante Cervera off Bilbao.

This was in 1937 — the second year of the civil war — and food was going by sea, under British protection, to the Basque Autonomous Republic.

As the struggle in Spain grew fiercer, it brought in train the problem of refugees. Thousands of children were sheltered in England and France, but the stream ended when Nationalist forces captured the whole of the coastline.

The whole sorry business had a background of "Bolshevism" fears, political intrigue, and the

growing power of Germany and her Fascist friends.

The story, culled both from official records and eye-witnesses, is now told in detail by James Cable in "The Royal Navy and the Siege of Bilbao," published by Cambridge University Press (price £7.95).

Whatever the conflict of emotions in the British nation and Parliament, there is at least no argument that naval supremacy was devoted to humanitarian purposes — not for the first time, nor in the years which have followed.

# Battle of errors

Although the United States defeated Japan in the greatest naval battle in history, they deserved to do so only because of two hours of "resolution, sacrifice and success" by small screening warships, which harried enemy battleships and cruisers.

"The Battle of Leyte Gulf," by Adrian Stewart, published by Robert Hale (price £6.50) goes over well-trodden ground, but this is the first full-length account by a British author offering an impartial approach to the complications of that mighty encounter.

Leyte marked the eclipse of the battleship and confirmed the vital role of the aircraft carrier, but the greatest interest remains in the personalities and decisions of commanders on both sides.

Admiral Halsey is blamed for the perilous position in which the American fleets found themselves, by taking the main U.S. surface strength in a fruitless

hunt away from the scene of battle. Fellow commanders had views which differed from his, but they were ignored.

Perhaps the worst American error, however, was the absence of a supreme commander, lack of liaison between the various fleets involved, and deficiencies in communication.

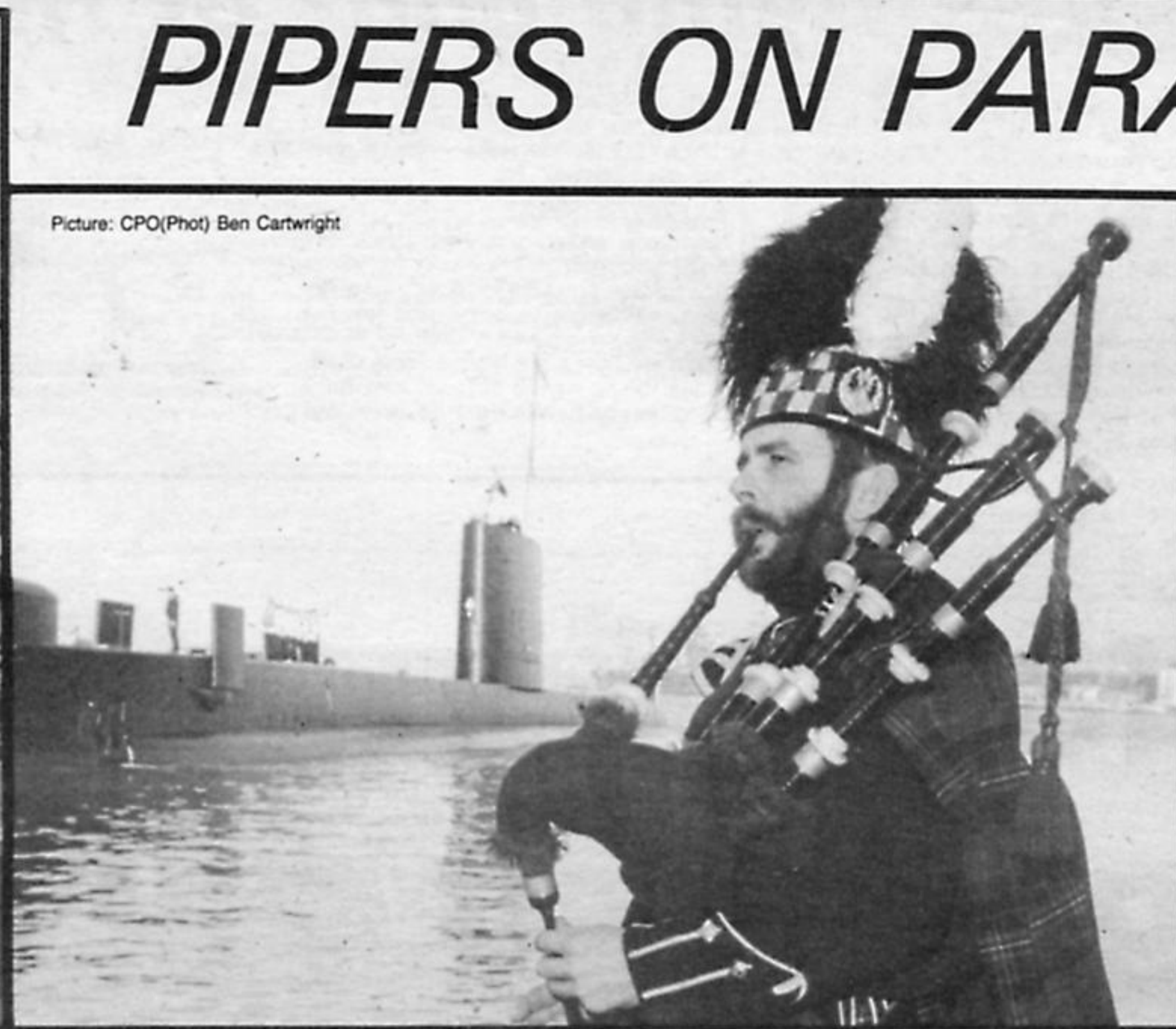
## 'GOD'S PARTIALITY'

Luckily, mistakes were also made on the enemy side. Admiral Kurita turned away his force when success was within his grasp, causing his U.S. opponent, Admiral Sprague, to comment that his victory was attributable to "the partiality of Almighty God."

Such are the vagaries of war. Mr Stewart has a mass of detail and explanation to put over, but he marshals his facts with great skill, and manages to retain clarity amid confusion. The result is worthy of the epic confrontation.



H.M.S. Soberton is piped in ...



... as H.M.S. Oberon is piped out

## PIPERS ON PARADE

Picture: CPO(Phot) Ben Cartwright

As H.M.S. Oberon was being piped OUT of service in H.M.S. Dolphin, H.M.S. Soberton was being piped back IN at a Chatham ceremony.

Mr. Frank Meadows and Mr. Brian Smith, members of the Waltham Forest Pipe Band, gave a Highland flavour to the recommissioning of the Soberton, which is normally based at Rosyth.

After sea trials from Chatham and minesweeping trials from Felixstowe she is due to rejoin the Fishery Protection Squadron at the end of this month.

### REPAIRS

Work on the Soberton has been going on since the summer of 1978 and has included extensive hull and systems repairs and the installation of new radio and navigational equipment.

Guest of honour at the recommissioning was Flag Officer Medway, Rear-Admiral Charles Williams. The cake was cut by Mrs. Sarah Band, wife of the Soberton's commanding officer, Lieut. Jonathon Band, and the ship's youngest rating, JS Brian Stubbins.

Gosport piper Mr. Phil Garrod was on the jetty in H.M.S. Dolphin to greet H.M.S. Oberon as she paid off from her fourth commission for a Devonport refit. The 20-year-old patrol submarine was the first of 13 Oberon-class boats in service with the Royal Navy.

### Still in uniform at 65

One of the few men to continue to serve in uniform until the age of 65 retired on December 19 after more than 49 years' service with the Royal Navy.

Lieut.-Cdr. George Wilcox started his career in 1930 when he joined Chatham Dockyard as a naval shipwright apprentice. He served at sea for most of the Second World War and his last active service job was as barrackmaster at R.N.B. Portsmouth (now H.M.S. Nelson).

After retiring from active service in 1964 he continued to be employed as a retired officer on H.M.S. Nelson's modernisation and redevelopment programme.

## HECLA WORKS ON THROUGH STORMS

The survey ship H.M.S. Hecla is back in Devonport after enduring three months of continuous gales and storms off the Shetland Islands.

During her survey work covering 220 square miles, the wind rarely fell below Force 7, often reaching Force 11 and 12. Despite the buffeting, she succeeded in updating charts unchanged since the 19th Century, and which related to an area now used by super-tankers waiting to enter Sullom Voe.

The accuracy of her work can be gauged by the fact that she located the wreck of what is probably a First World War submarine.

Only when the severest weather made work impossible did the Hecla "down tools" and seek shelter, putting into Bergen, and

Thorshavn in the Faeroes. She lost one of her aerials at sea and, while in Lerwick Harbour, a sudden storm pounded her hull against the quay, damaging some plating and splitting a frame.

Relief from the tiring weather came when the ship put into Newcastle for week-end leave.

And a ten-man team under Lieut. Steve Shipman, on a two - and - a - half - month survey of Lerwick Harbour, was rotated so that sailors could have a further break from the conditions.

Nevertheless, one of the toughest jobs was ashore. The Hecla's Wasp helicopter developed a fault after landing slave radio stations ashore for accurate position fixing.

## Last round up

Just one more for the road at the R.N. air station Yeovilton, where the last cuppa was served by the tea ladies of the Y.M.C.A. The association's snack bar, which started providing refreshments at H.M.S. Heron during the Second World War, has to close because its wooden hut is earmarked for demolition under a redevelopment scheme.

The Y.M.C.A.'s role has been taken over by a vending machine — at least until the new buildings are completed, when there may be room for the tea ladies again.

Leading the pouring-out ceremony is the snack bar manageress, Mrs. Joan Newton (foreground), serving LA(Phot) Tom Suddes and several other satisfied customers.

Picture: LA(Phot) Ted Tierney.

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### Rum tot

As a result the two tons of equipment at each site had to be recovered by 50 sailors using lorries. In one case the recovery party had to work in a blizzard on an exposed hill, carrying the gear three miles over difficult terrain to a lorry.

The work was so exhausting that at the end of the second day the ship's commanding officer, Cdr. Peter Cheshire, ordered the issue of a tot of rum.

Following maintenance and repairs, H.M.S. Hecla will return to the Shetlands in April to spend much of this year completing her work there.

### DESIGN A GLIDER TRAILER

A colourful competition is being organized by the R.N. and R.M. Gliding and Soaring Association.

A new trailer has been acquired for the association's Pik 20D at Yeovilton, with the aid of the Nuffield Trust. Competition entries are invited from members to produce a paint design for the white trailer, the winner receiving a £20 prize.

Details are available from Lieut. C. C. Edwards, Office of the Flag Officer Naval Air Command, FONAC HQ, Yeovilton, Yeovil, Somerset, BA22 8HL. Closing date is February 21.



## A PAGE FOR

## FAMILIES

# End of the 'S' opens up vote choice

Civilian or Service voter — that will be the choice for naval wives with the change in rules on voting by Service personnel and their families.

Under arrangements introduced several years ago, and proving controversial, wives of Servicemen (and husbands of

Servicewomen) were obliged to become Service voters, to have their registration forms "attested", and to see an "S" appear against their name on the electoral lists.

Strong feelings — particularly among wives — were aroused, MPs took an interest and soon after last year's General Election the Government said it accepted the need for changes. A Private Member's Bill has just had its third reading in the Lords and was expected to receive the Royal Assent at the end of January.

## THE CHOICE

Now Service "spouses" living in the United Kingdom will have the choice of registering as civilian voters or through the Service procedure. The "S" marking is to disappear from the 1980 lists, both for Service "spouses" (whether civilian or Service voter) and for the Service personnel themselves.

Disappearing too will be the need for attestation of registration forms.

The new rules will apply for this year's registration procedure and take effect with the 1981 electoral roll.

## What's all this, then?



One small boy couldn't help getting into the picture as Andrea Brown presented a floral tribute to Mrs. Richmond, wife of Capt. A. J. Richmond, commanding officer H.M.S. Cochrane, after they had opened the Forth Families Youth Club. Eight-year-old Andrea is the daughter of Pock Brown, of H.M.S. Caledonia.

## 'Cottage' club opens

Two old cottages close to H.M.S. Cochrane got a new lease of life when a £3,000 grant was provided by the Sailors' Fund for their conversion.

The cottages, now the Forth Families Youth Club, opened recently in Ferrytoll Road, Rosyth, and can accommodate over 200 young people from Rosyth naval community.

The club, which already has a membership of 160, won enthusiastic support from the children themselves, who painted and decorated the interior in readiness for the opening ceremony.

The venture also won support of personnel at H.M.S. Cochrane and Rosyth Naval Base and is one of a number of facilities (see pages 12 and 13) being provided in the area for naval families.

## Minister's visit

Navy Minister Mr. Keith Speed visited the British Services School in Naples and was shown around the classrooms by Miss Chris Todd, one of the teachers. Mr. Speed also visited the U.S. Navy in the Mediterranean, two NATO headquarters and an Italian dockyard.



It will be some years before baby Richard Moss fills his tankard with beer, but he is not slow to show his appreciation of the gift presented to him by Lieut. G. Fenwick, commanding officer of H.M.S. Avelley, when Richard was christened on board. Richard's proud mum and dad are Thomas and Linda Moss. Thomas is an MEMN1.

Picture: PO(Phot) Mick Cunningham.

## Playgroup leader retires

A presentation was made by the commanding officer of H.M.S. Osprey, Capt. R. McQueen, to Mrs. Stella Fitzgerald when she retired as leader of the Brackendown Playgroup due to ill health.

The group has been founded by two naval wives, Mrs. Fitzgerald and Mrs. Chaplin on the closure of another organisation. Through hard work and support from interested mothers the new group has gone from strength to strength and it offers facilities at 28 Brackendown Avenue, Preston, for young children in the area.

## Rev. Trev's hon. badge

When the Rev. Trevor Willmott "exchanged" Oslo for Naples, he was presented with an honorary officiating chaplain's badge granted by the Chaplain of the Fleet. A civilian,

Mr. Willmott will be serving the Anglican and Episcopalian Service personnel who work for NATO in Naples. The R.N. is the lead Armed Service at Christ Church, Naples.

# HOLBROOK: SCHOOL TO CONSIDER

Parents contemplating boarding-school education for sons might like to consider the Royal Hospital School, Holbrook — an independent civilian school occupying a magnificent site six miles south of Ipswich.

It is open to the sons of officers and men serving (or having served) in the Royal Navy and Royal Marines, as well as to certain other categories of seafaring men.

Despite the strong naval traditions of the school, boys are free to aim at the career of their choice, and full careers guidance is given to all. Further details are given in DCI (RN) 32.

Another educational item concerns the Royal Naval Scholarship Fund, which provides a small number of scholarships, currently averaging £200 per annum, to assist the education of the sons of serving, retired, or deceased officers of

the Royal Navy or Royal Marines of the rank of lieutenant or above.

Awards are normally made to candidates between the ages of eight and 18, and may be tenable at school or other educational establishment approved by the governors of the fund. No examination is required.

In order to continue the good work of the fund, and to increase the number of scholarships, donations and subscriptions are always welcomed.

For details see DCI (RN) 33.

## Air display on June 8

This year's SSAFA air display, supported by the three Services, will take place on Sunday, June 8, at R.A.F. Church Fenton, Yorkshire.

# Happy SSAFA memories

To many it might sound like punishment, but one of the happiest memories of 26 years with SSAFA for Lieut.-Cdr. Robert Brown was a two-day continuous party held in London for 70 war orphans. The event was held to celebrate SSAFA's 70th birthday in 1955, the climax being a tea party at St James's Palace.

Secretary of SSAFA since 1961, Lieut.-Cdr. Brown has never missed one of the 124 meetings

of its General Purposes Committee. He received the OBE in the New Year Honours List and retires this spring.

His naval career included service in H.M. ships Nelson, Fearless and Montrose. During an appointment in Glasgow he became deeply involved in the welfare of ratings and their families, experience which was to prove invaluable when he joined SSAFA.



Identical twins Ian and Martin Dudleston doubled up at H.M.S. Raleigh to receive, on behalf of their division, the trophy for the best time around the assault course. JMEMs Dudleston and Dudleston received the award from Capt. M. E. Ortmans, Captain of the Second Submarine Squadron, during his visit to the establishment. The twins are leaving Raleigh for further training in H.M.S. Sultan.

## Navy News

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MOTHERS DAY-16 MAR

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12 MONTHS SERVICE



A green and pleasant place: the administrative and education block at H.M.S. Cochrane, looking north from the Firth of Forth. The conspicuous and unusual shape of St Margaret's Church is in the background.

# H.M.S.

BELOW: You name it, Cochrane can deliver it. Here H.M.S. Lewiston, a member of the Fishery Protection Squadron, receives a new funnel — off the shelf.  
BOTTOM: The Fleet Maintenance Base workshops, geared to repair anything from the Captain's desk lamp to a 60-kilowatt generator.



## It's home,

H.M.S. Cochrane as it is today has greatly improved the standard of life ashore. It provides accommodation for about 106 officers, 100 senior ratings, 950 junior ratings and, in a recently built block, 100 senior and junior W.R.N.S. ratings.

There is a host of sporting facilities, including squash, badminton, tennis, 40 acres of playing fields and limited, covered facilities in the drill shed. There is

also a cinema and a large swimming pool, the latter situated at nearby H.M.S. Caledonia, both open to all personnel including wives and families.

Cochrane is more than an accommodation centre. There is a thriving training organisation, purely academic instruction to prepare ratings educationally for advancement, practical training in firefighting, and leadership instruction for a wide cross section of junior naval management.

### Family Service

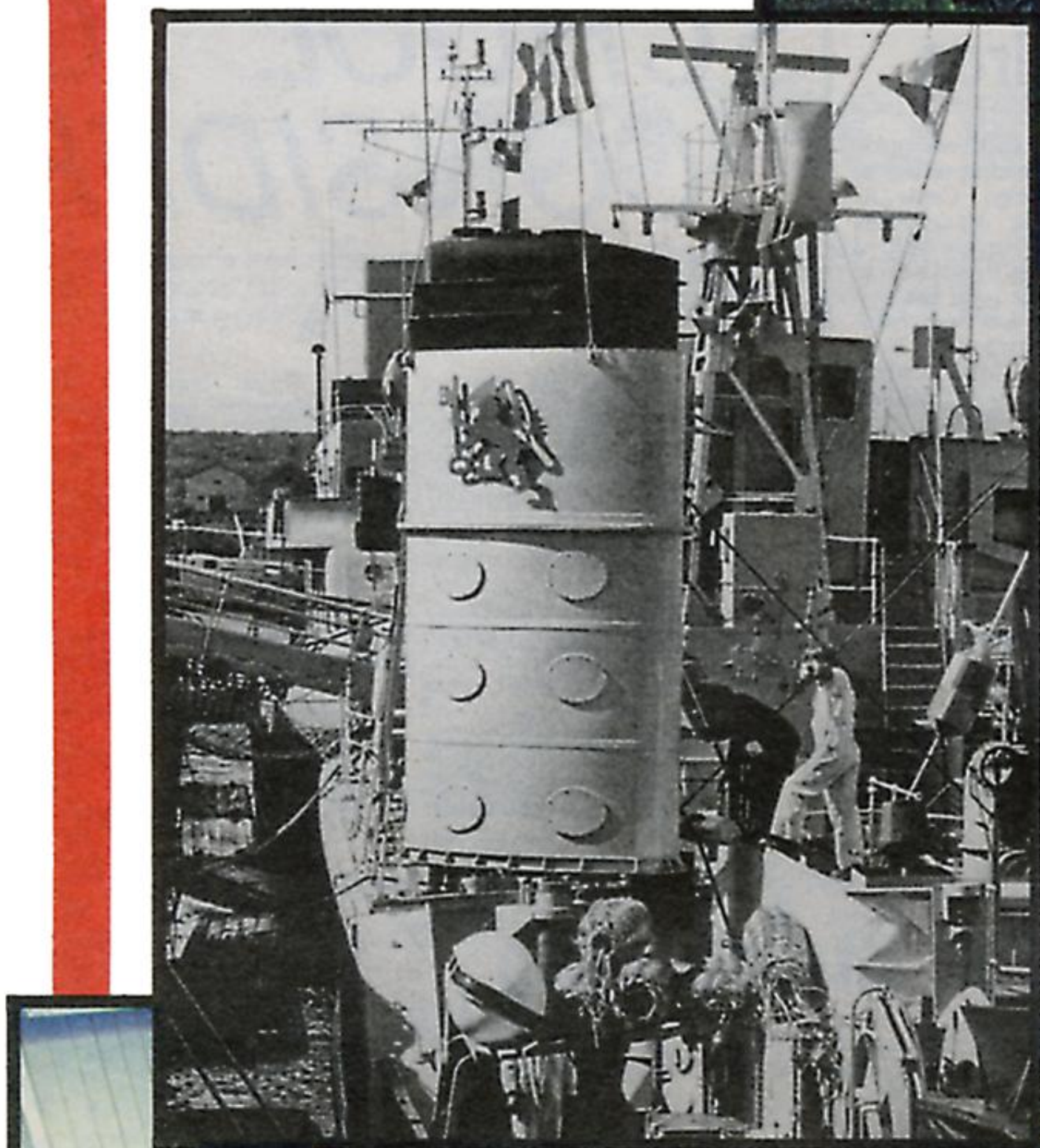
The establishment gives administrative support to such diverse functions as the Naval Provost, the Scotland and Northern Ireland Clearance Diving Team, and the R.N.

element of the Maritime Headquarters at Pitreavie.

It also houses the Naval Personal and Family Service responsible for the social welfare of all officers and ratings in Scotland, Northern Ireland and Northern England.

There is a large, purpose-built sick quarters and dental department for all personnel serving in the Rosyth area. Facilities include a 28-bed ward, X-ray and physiotherapy departments, laboratories, two surgeries and an operating theatre. There is also a surgery in the Forth Families Club providing daily surgeries for families living in the married quarters.

The Anglican Church of St Margaret of Scotland, the Church of Scotland, Free Church of St Columba, and the Roman Catholic Church of St Peter and



The "problem girls" who run the establishment's Sailors and Families Advice Bureau from the nearby Forth Families Club. With so many service families living on their patch the problems are many — and the girls are on call 24 hours a day. They are (from left) POWren Jane Vickers, CPOWren Cath Edwards, CPOWren "Mo" Fellows, POWren Janice Miller and social worker Mrs. Joy Witelaw.

# COCHRANE

H.M.S. Cochrane is one of the least known of the major establishments in the Royal Navy. Yet it is one of the foremost in Scotland, catering for more than 2,000 men and their families, 28 vessels of the Fishery Protection and Mine Countermeasures Squadrons, and various ships in refit.

Named after Admiral Thomas Cochrane — one of the most brilliant and daring of naval commanders — the Fleet Accommodation Centre at Rosyth is situated to the left of the Forth Bridge on the northern shore of the Firth of Forth.

With Rosyth Naval Base it covers about 80 acres, including more than 1,000 married quarters and sports fields which overlook the base.

It was once remarked that Rosyth was a "country" dockyard, a particularly apt description when seen for the first time from the bridge approach from the south.

Despite its relative isolation, however, Cochrane is far from being a backwater and is expanding its already comprehensive facilities for men and ships.

In recent years the provision of so many married quarters has tended to concentrate service families in an area close to the Dockyard, and it is not surprising that many developments have followed in their wake. Prominent are the Forth Families Club, the very modern Lion Club for junior ratings, and most recently, a youth club for the children of naval personnel in Rosyth.

The bronze bust of Admiral Thomas Cochrane, Earl of Dundonald (1775-1860), occupies a commanding position high on a commemorative wall at H.M.S. Cochrane.



LEFT: SA Dave Stark inspects one of the smallest items on issue from the multi-purpose store — a grub screw.



## Fleet home

St Paul, are within the married quarters estate. All have halls for mid-week activity — used by Brownie Guide, Girl Guide and Cub Scout groups, the Civil Service Male Voice Choir and other organisations. Congregations include many families of Dockyard personnel.

Following the closure of H.M.S. Lochinvar at Port Edgar on the south bank of the Forth, a new Fleet Base was opened within the Dockyard in September 1975. As well as providing facilities for the Fleet Maintenance Group, the base is home for several frigates, ships of the First Mine

Countermeasures Squadron and the Fishery Protection Squadron, including the offshore patrol ships.

### Fleet Inn

Facilities include modernised jetties giving a full range of services; while technical and MCM weapons' workshops provide maintenance and servicing facilities for the complex equipment used in modern vessels.

Also adjacent to the Fleet Base is a Naafi shop, cafeteria and bar, called the Fleet Inn. Providing the stores and

supply back-up to the ships is a complex of buildings manned by supply staff from Cochrane. The complex enables stores, provisions, pay, cash, clothing, stationery and supply advice to be provided "on the spot" to the ships supported by the base.

H.M.S. Cochrane is a thriving establishment constantly growing and improving. It continues to provide the essential support facilities for ships of the Royal Navy based on the North East coast and which police our valuable fishing grounds and protect the nation's oil wealth.

Senior Dental Technician Roger Abbot melting chrome cobalt ingots for casting at Cochrane's modern dental unit. He and Senior Dental Technician Cyril Goss produce more than 600 dental appliances each year.



Meals on wheels are provided by the main galley, usually for tenders whose routines make it difficult for them to cater for themselves. About 30,000 meals a year are cooked for ships alongside. From left are CKs James Bradley, Steve Devidge, Steve King, and POCKs John McKenzie and Henry Cubitt.

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# RECOGNITION FOR NAVY'S LIFE-SAVERS

## Fife men honoured by Queen

Seven members of the ship's company of H.M.S. Fife appeared in the New Year Honours List for their part in the rescue operations which followed hurricane devastation of Dominica.

### NEW YEAR AWARDS

Royal Navy awards in the 1980 New Year Honours List included the following:

K.C.B. — Vice-Admiral S. F. Berthon, Vice-Admiral J. D. E. Fieldhouse.  
C.B. — Rear-Admiral E. J. W. Flower, Rear-Admiral P. B. Hogg, Rear-Admiral J. R. D. Nunn, Major-General P. L. Spurgeon.  
C.B.E. — Capt. W. A. Higgins, Capt. R. C. Read, Commodore J. F. Wacher, R.N.R.  
O.B.E. — Cdr. P. Brooke-Popham, Cdr. G. C. Burnan, Cdr. J. W. Chapman, Major J. N. A. Goldsworthy, R.M., Cdr. A. P. Hoddinott, Cdr. P. L. Keenan, Cdr. P. J. Russell, Cdr. G. D. H. Sample, Cdr. T. J. Smy, Cdr. J. P. T. Torr, Cdr. J. C. L. Wright.  
M.B.E. — Lieut.-Cdr. L. Cave, Lieut.-Cdr. P. A. Clendinning, Lieut.-Cdr. W. J. M. Coles, FCCY, G. Duncan, Lieut.-Cdr. P. H. Dunn, Lieut.-Cdr. R. J. Fidler, Surg.-Lieut. I. F. Geraghty, Lieut.-Cdr. A. J. Harding, Lieut.-Cdr. R. C. Harper, Lieut.-Cdr. H. A. Harris, FOCEL F. A. Holberry, Lieut.-Cdr. R. D. Lilly, Lieut. R. J. Lippitt, Sec. Offr. E. M. Miles, W.R.N.R., Surg.-Lieut.-Cdr. T. Pace, Lieut.-Cdr. J. Passmore, Capt. D. L. Ross, R.M., Lieut. C. F. M. Swift R.N. (retd.).  
B.E.M. — CPO(SEA) M. G. Ackford, Cpl P. A. Ballingall, R.M., COEL A. W. Bartle, MEMN(P)1 A. S. Brown, CPOA G. F. Buchan, MNE D. E. W. Clifton, R.M. REMN1 A. Clyde, CREAMN R. A. Cook, CCY R. J. Cotton, R.N.R., CPO COXN E. Dawson, AA(AE)1 J. Dayton, CPO(OPS)(M) J. T. G. Harvey, CWEA N. C. Hill, CPOA L. J. Howell, R.N.R., C/SGT D. L. Jones, R.M., STD R. K. Janssens, MEA(H)1 M. A. Keir, POMA J. J. Knowles, CPOCK B. Lawson, CPOA R. C. Marshall, CPOA(SE) R. Martinson, CWRENWTR L. Ollivant, CRE(A) J. R. Purdy, COEL R. J. Summers, R.N.R., C/SGT H. W. Walker, R.M., CPOPT R. S. Wilkins.  
A.F.C. — Lieut.-Cdr. A. R. W. Ogilvy.  
Queen's Commendation for Valuable Service in the Air — Lieut.-Cdr. N. L. L. Featherstone, Lieut. A. Lockey.  
Royal Victoria Order: M.V.O. 4th Class Cdr. G. J. T. Creed, Cdr. D. Hart-Dyke, Cdr. J. E. Porter.  
Silver Medal — CPOSTD J. M. Bell.

The honours were made up of an O.B.E., three M.B.E.s and three B.E.M.s. Seventeen other officers and ratings received the commendation of the Commander-in-Chief Fleet, Admiral Sir James Eberle.

The Fife was on her way home from the Caribbean last August when she was ordered back to Dominica, ravaged by 150 mph winds. For several days the ship was the island's only help; her sailors treated many seriously injured people, rebuilt wrecked homes, restored power, water

supplies and hospital services, and reopened vital road and radio communications.

### Co-ordinator

The O.B.E. was awarded to the ship's executive officer, Cdr. John Wright, who co-ordinated the rescue operation. Three other officers were created M.B.E.s — Lieut.-Cdr. John Passmore, the flight commander; Surgn. Lieut. Ian Geraghty, the ship's doctor; and Lieut. John Lippitt, the principal warfare officer who supervised the restoration of hospital services.



This scene of men from H.M.S. Fife working with Dominicans to restore water supplies gives some idea of the appalling conditions under which the rescue operation was carried out.

B.E.M.s were awarded to CPOCK Brian Lawson who marshalled the flow of relief stores into the airport; POMA John Knowles who led a first-aid party to remote villages; and STD Richard Janssens, a member of a first-aid party working in the most primitive conditions.

Those who received the Commander-in-Chief's commendation were:

Lieut. Gordon Hall, Lieut. Timothy Wills, Sub-Lieut. Colin Rea, Sub-Lieut. Derrick Cornwell, Sub-Lieut. G. Lane, FCMEM D. Wareham, AMMA A. Coles, CMEA A. Greenough, CPO H. Bond, MEA1 A. MacDonald, CAA F. Firth, LACMA P. King, POSTD K. Buxey, POACMN G. Callow, LS K. Homewood, LCK S. Kershaw, and MEM R. Smith.

## Golden salute to Fastnet rescuers

The Royal Navy has received a Golden Anchor for its outstanding role in the rescue of yachtsmen during last August's disastrous Fastnet Race.

The award was one of four made by the Ship and Boat Builders' Federation at the London Boat Show, Earls Court, on January 8. Gold Anchor Awards were also received by the R.A.F., R.N.L.I. and H.M. Coastguard. Lieut. Peter Bull received the award on behalf of the Royal Navy from Mr. Denis Thatcher, husband of the Prime Minister.

H.M.S. Broadsword, H.M.S. Anglesey and Sea King and Wessex helicopters from R.N. air station were involved in the rescue mission.

### PARIS HONOUR

Lieut. Bob Hall, skipper of the Navy's sail training yacht Dasher in the Fastnet Race, was honoured in Paris for his part in rescuing six Frenchmen during the storm that claimed 15 lives. Dasher went to the aid of the stricken Maligawa III, picked up the six-man crew in heavy seas, and took them to Plymouth.

Lieut. Hall, serving in H.M.S. Excellent, and his wife Joy, were guests of honour at two functions in Paris. At the Paris Boat Show Lieut. Hall received the top life saving award of La Societe Nationale de Sauvetage, and the French national yacht racing organisation awarded him a plaque at their annual dinner.

Following the Boat Show at Earls Court, the R.N. Sailing Association Timex Trophy for exceptional seamanship was presented to Lieut. Hall by the association's retiring Commodore, Admiral Sir David Williams.



Lieut. Peter Bull with the Golden Anchor which he received on behalf of the Navy from Mr. Denis Thatcher.

## Bravery in Hong Kong storm

Two Royal Marines who saved a member of their patrol from drowning during 42 Commando's recent tour of duty in Hong Kong have been commended for bravery. Cpl Henry Redmond and Mne David Riley saved the man's life during an anti-illegal immigrant patrol on a night of storm-force winds and driving rain.

### UNDERCURRENT

The incident happened when an illegal immigrant, detained by the three-man patrol, attempted to escape by diving into a fish reservoir. A strong undercurrent threatened to sweep away the Royal Marine as the recaptured immigrant was being taken back to the bank. By the time his colleagues got him out of the water, the Marine was nearly unconscious and had to be revived by Mne Riley, who applied artificial respiration.

## Sailor braved blast hazard in firefight

A rating who braved the risk of an explosion to extinguish a shipboard fire has received the commendation of the Commander-in-Chief Fleet, Admiral Sir James Eberle.

MEM1 A. W. Gillon was in H.M.S. Kingfisher last April when she went to the aid of the burning cargo ship m.v. Inio. While a boarding party from the Kingfisher was helping a tug's firefighting party to control the blaze, an upper deck fuel tank exploded, scattering wood and metal over a 300ft. radius.

### COURAGE

Despite the danger of further blasts, firefighting continued and MEM1 Gillon entered the galley to assess the extent of the blaze. After reporting the situation he re-entered the compartment and, despite smoke and flames, succeeded in extinguishing the fire within 15 minutes.

Admiral Eberle commended MEM1 Gillon for "the considerable courage he displayed and for his high standard of professionalism."



MEM1 Gillon of H.M.S. Kingfisher: he showed "considerable courage."



## Dock plunge

POWTR M. R. Harrison has been awarded a Royal Humane Society Testimonial on Parchment for rescuing a girl from the water at St Augustine's Reach, City Docks, Bristol, where H.M.S. Hecate was berthed at the time of the incident. Miss Jean Silvester fell 15ft. from a nearby floating pub-restaurant, injuring her legs as she did so. PO Harrison saw her fall, and dived in with a lifebelt.

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# HOLIDAY ON ICE!

## Taped messages from home for Endurance

Antarctica is a good place to spend Christmas — if you like warm sunny weather, spectacular scenery and magnificent food. H.M.S. Endurance reports that she found all those things at the British Antarctic Survey base on South Georgia.

As Christmas approached the ship made its way to Grytviken to tie up alongside the abandoned whaling station there. Members of the ship's company were challenged to a football match on Christmas Eve and invited to a buffet supper at the nearby King Edward Point B.A.S. base.

### Surprise

There was a Christmas Day carol service in the old whalers' church maintained by the Survey staff, and sailors on board were surprised and delighted to hear taped messages from their families piped through the ship, courtesy of Flag Officer Medway's public relations staff.

Earlier, the Endurance had spent the first work period of her 1979-80 season supporting the British Antarctic Sur-

vey Life Sciences programme around the island of South Georgia.

Before a short visit to Port Stanley in the Falkland Islands to offload stores for the resident Royal Marines detachment, a survey party of 12 men landed at Brenton Loch to investigate the possibility of a ferry link between East and West Falkland.

This party, under the command of Lieut. Les Snaith, spent the entire Christmas period under canvas.

The Endurance sailed for South Georgia to December 8 and, three days later, flew a helicopter to Bird Island to help an injured scientist.

The next day work started in earnest, with the ship anchored in Royal Bay and the two helicopters flying continuously in fine weather to land parties ashore at the various Marconi penguin colonies. Marking strips were



laid and the helos took photographs which will, on analysis, give scientists an indication of the penguins' breeding patterns, distribution and numbers.

For the next ten days, the Endurance moved around the northern coast of South Georgia to continue the penguin count. A party was landed on Bird Island to check on the now recovered scientist, to deliver mail and to

mark another colony of penguins.

Bird Island is aptly named, and members of the party were particularly impressed by the beautiful wandering albatross which breeds freely on the island's grassy peaks.

The ship celebrated the New Year in the Falkland Islands before sailing south to the Antarctic peninsula proper for her second work period in the ice.

● LMEM Keith Rich went cap in hand to woo the natives in Antarctica — but his efforts at friendship were met with the seal of disapproval. But perhaps this creature's bark was worse than its bite!

Picture: LA(Phot) Paul Gibson.

## Guernsey brings home the Governor

The patrol vessel H.M.S. Guernsey returned from a visit to her "home" island with the retiring Lieutenant Governor of Guernsey, Vice-Admiral Sir John Martin, on board.

On the voyage from St Peter Port to Portsmouth the ship's commanding officer, Lieut.-Cdr. Tony Horton, presented Lady Martin with a memento of her links with the ship, which she launched in 1977.

H.M.S. Guernsey was the third Island class vessel to visit the Channel Islands within six weeks. In November H.M. ships Alderney and Jersey called in on their namesake islands.

### FOOTBALL

During her stay, the Guernsey played host to local children, her ship's company played football against the island's police team, a cocktail party was held on board for 50 leading members of the community, and she was open to visitors for an afternoon.

The Guernsey has established close links with the island: the community has set up a £5,000 trust fund for the ship, the interest being used to buy sports gear and other leisure equipment. A silver rose bowl, television sets and four racing bicycles have also been presented to the ship.

## APPOINTMENTS

### Vice-Chief of Naval Staff

The next Vice-Chief of Naval Staff is to be Rear-Admiral W. D. M. Staveley, who will be promoted vice-admiral on April 11. He succeeds Admiral Sir Anthony Morton as V.C.N.S. in July.

Rear-Admiral Staveley joined the Royal Navy in 1942 and later commanded the 104th and 6th Minesweeper Squadrons in H.M.S. Houghton. His appointments have included command of H.M. Ships Zulu, Intrepid, and Albion; Flag Officer Second Flotilla; and Flag Officer Carriers and Amphibious Ships.

In October 1978 he became Chief of Staff to Commander-in-Chief Fleet.

### WASHINGTON

Following his promotion to flag rank on January 7 this year Rear-Admiral J. B. Hervey is to be Commander British Navy Staff and Naval Attaché, Washington, and U.K. National Liaison Representative to SACLAN in May. His latest appointment is as Deputy Chief of Allied Staffs and ACOS Plans (EASTLANT).

Surg. Capt. J. M. Haughton, Medical Officer in Charge at R.N. Hospital Plymouth, is to be promoted surgeon rear-admiral and to be appointed Surgeon Rear-Admiral (Naval Hospitals) in July. Other appointments recently announced include:

Capt. J. P. Barker, Centurion in command, May 5 (To serve in rank of commodore).  
Capt. A. W. Wheeler, Daedalus in command, May 15.  
Capt. P. G. V. Dingemans, Intrepid in command, April 1.  
Capt. D. H. Morse, Capt. R. N. Presentation team, April 18.  
Capt. N. J. Barker, Endurance in command, March 10.

### SEA TRIALS FOR ARGONAUT

Latest of the Leander-class frigates to be converted to carry Exocet missiles, H.M.S. Argonaut, will begin sea trials soon. She is nearing the end of her major refit at Devonport.



Capt. C. J. Caughey, As Chief Staff Officer to FO Portsmouth and Capt. of the Port and Queen's Harbourmaster, Portsmouth, May 8.  
Capt. J. Garnier, London in command, April 10.

Cdr. T. G. Maltby, Brighton in command, February 13.  
Cdr. R. E. Woolgar, Gavinton in command, February 26, and as Senior Officer 1st MCM Squadron in command.

Cdr. C. L. MacGregor, Danae in command, April 8 (Previously announced appointment cancelled).

Lieut.-Cdr. D. Ludbrook, Aberdeen University R.N. Unit and as OIC, and for Thornham in command.

Lieut.-Cdr. P. J. Johnston, Hubberston February 11 and in command.

Lieut.-Cdr. J. G. Hurlbutt, Abdiel February 2 and in command.

Lieut. B. J. Mansbridge, Beachampton October 1 and in command as a SMCD to CAPIC Hong Kong. (Previously announced appointment cancelled).

Lieut. R. W. W. Craig, Sabre in command, February 18.

Lieut. K. J. Parris, Scimitar February 18 and in command.

Lieut. R. A. I. McLean, Lewiston May 13 and in command.

Rear-Admiral William Doveton Staveley, Chief of Staff to the Commander-in-Chief Fleet, and his grandfather, the late Admiral of the Fleet Sir Doveton Sturdee, have more in common than blood and similar features.

For when Admiral Staveley takes up his new duties in July as Vice-Chief of Naval Staff, he will be metaphorically sitting in the seat at one time occupied by the hero of the Falkland Islands.

Back in 1914 Sturdee, as a vice-admiral — the rank to which his grandson is promoted in April — was Chief of War Staff. The designation was changed later to Deputy Chief of Naval Staff, and in 1939 to Vice-Chief.

The two are pictured together (above) at the National Maritime Museum — Admiral Sturdee is on the left in the painting.

Picture: PO(Phot) Bill Felters

## NEXT TIME YOU SIT DOWN TO FISH FINGERS



### spare a thought for the twins

They lost their mother. And their father, a trawler-man, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

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# GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

# Keep your receipts when you go shopping

Service personnel and Ministry of Defence civilians who buy government surplus items, either direct from a government auction sale or from civilian shops are advised, in their own interests, to obtain and retain receipts.

During a recent police investigation of a suspected theft of Service stores there was difficulty in distinguishing between goods obtained illegally and those acquired legitimately.

The importance of keeping receipts lies in the fact that government surplus items, when sold, carry no markings to indicate that they have been struck off government charge.

DCI (RN) J 760

## ☆ Extensions

New schemes permitting officers and ratings to extend their service and for the re-employment of retired officers and ratings, have now been amended.

An announcement sets out revised regulations governing

"Broad arrow? No — that's a tyre tread mark from the wheel that hit it as it fell off the lorry!"



the re-assessment of retired pay and pensions on final retirement or discharge after a period of re-employed service, together with rules for the suspension of retired pay or pension on re-employment.

One result of the changes is that terminal grants are now payable when a serving officer or rating reaches the age of 55

(or normal age for retirement if later) even though full pay continues.

DCI (RN) 768

## ☆ Child care

"Who will take care of the children" is a question which can arise in domestic affliction or other family problem, and it

is often difficult to find relatives or friends who can take children at once and care for them for weeks or months while family affairs are sorted out.

For Service families, Alexandra House at Plymouth meets that need. It is ready, day or night, to receive children at the shortest notice. Only nominal charges are made.

DCI (RN) J812

## ☆ Distinguished

In recognition of distinguished service in Northern Ireland, Lieut. R. A. F. Jewell, R.N., has received the award of a Mention in Despatches.

DCI (RN) 817

## ☆ Re-entry

Ratings who re-enter the Service within five years of discharge will regain their former rate immediately, instead of being re-advanced to their former rate by day-by-day steps.

Those who re-enter within one year of discharge will get their actual former rate, whether acting or confirmed. Others will be required to serve in the acting rate for at least six months.

DCI (RN) 751

## ☆ New rules

New regulations covering Department of Trade certification of deck officers and engineer officers come into force on September 2, 1981. The relationship of naval service and experience to the new rules is fully explained in an official statement.

DCI (RN) 752

# DAMP COURSES FOR ALL

DAMP courses, it may surprise people to learn, have reference not only to doing up derelict country cottages, but also to "design and application of mini and micro computers."

Anyone interested in learning more (about the computers, not the cottages) should have a look at the announcement setting out details of university residential courses available from January to May, 1980.

The aim is to provide further education and instruction which will be useful within the Service, subjects including youth and leadership, radar, trade unions, world affairs, and "revolution and terrorism."

DCI (RN) 762

## ☆ Suitable

The current "wet suit" for diving is being replaced by one which is better insulated and more robust, in a sufficient range of sizes to ensure a good fit.

DCI (RN) J827

# Extra pay at Porton

Extra pay is offered to Service personnel who volunteer to help in tests at the Chemical Defence Establishment (C.D.E.), which is situated six miles north-east of Salisbury near the village of Porton.

The volunteers play an essential part in the development of all chemical defence projects, and it is emphasized that all tests are rigorously examined by an external medical safety board before they are carried out. Volunteers retain the right to refuse any test offered to them.

At present, tests include those for skin sensitivity, the evaluation of new protective clothing and respirators, assessment of the safety and effectiveness of substances used in peace-keeping activities, and medical research into measures to prevent and treat chemical warfare casualties.

A volunteer staying a fortnight could earn up to £60 (less tax) depending on the number of tests undertaken.

DCI (RN) J795.

## ☆ Sail time

Courses are run at the Joint Services Sailing Centre, Gosport, for personnel wishing to gain yachting qualifications. Applications are forwarded through commanding officers.

DCI (RN) 764

## ☆ Extra-mural

A course in international affairs has been arranged by the University of London Department of Extra-Mural Studies, for officers of the three Services, on March 27 and 28, 1980. Names of officers wishing to attend have to be in by March 5.

DCI (RN) 765

## ☆ Unlisted

Detailed entries relating to Commonwealth naval forces are no longer to be printed in the Navy List. From the 1980 edition, the section will be replaced by an entry giving details only of Commonwealth naval representatives in the United Kingdom. Details of Commonwealth officers will similarly be omitted from the Navy List of Retired Officers.

Most of the Commonwealth navies for whom entries have hitherto appeared in the Navy List publish Navy lists of their own, copies of which are held by the Editor of Navy List, Room 16, Archway Block South, Old Admiralty Building, and are available for reference if required.

DCI (RN) 753

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# ANTI-ANTIFREEZE

Although the handling of antifreeze containing ethylene glycol presents negligible hazards, personnel should be aware that there are circumstances in which special precautions are necessary.

At all times, hands should be washed before consuming food or drink, and utensils must not be contaminated.

However, where bulk quantities of ethylene glycol are dealt with, or where there is a regular handling of smaller quantities, gloves, goggles or face shields should be worn.

Even respiratory protection may become

necessary in the handling of hot ethylene glycol or its solutions, as the liquid could become dispersed in the air as a spray or mist.

DCI (RN) 814

## 'Igema' warning

Warning is given about the fluid "igema" which is used as a boiler water level indicator, and as a steam generator water level indicator.

Precautions to be taken when handling this fluid are aimed at ensuring that no exposure or contact by any route — respiratory, skin, or oral — shall be permitted.

DCI (RN) 815

**MORE DCIs OPPOSITE**

# MEANWHILE, BACK AT THE RANCH...

Could this be a unit of the Second Frigate Squadron away from Portland for a change to sunnier climes?

Unfortunately no, for despite the deployment-type support about to be rendered to H.M.S. Leander (centre) by R.F.A.s Tarbatness (left) and Gold Rover, this is in deep midwinter in the Irish Sea and it's blowing a hooley.

A big chuck-up is due to the Sea King from 819 Squadron, based at Prestwick, which recorded the event.

## Hecate returns to the Atlantic

The survey ship H.M.S. Hecate has returned to the Atlantic for another five-month deployment.

She left last month after Christmas leave which followed a 5½-month spell carrying out surveys on both sides of the Atlantic. During that deployment she made two visits to St John's, Newfoundland; two to Gibraltar; and one each to Funchal, Las Palmas, Lisbon and Oporto.

While in Oporto, the ship's commanding officer, Cdr. Chris Gobey, was asked to present a young boy with the prize he had won in a local competition — a

free trip to England.

The Hecate's long periods at sea kept the entertainments committee busy organizing on-board events, including a village fete, an Ascot Day, barbecues, a Sod's Opera, volleyball, "brighter cricket" and a .22 shooting competition.

### Doppler order

A further order has been announced for the Decca Doppler navigation system, the Decca Navigator Company having been awarded new contracts worth more than £3m. to equip Sea King HAS Mark 5 helicopters for the Royal Navy.



## MORE DCIs

# Five years' shoretime!

H.M.S. Osprey has about 80 officers and 600 ratings accommodated ashore in lodgings — a situation which will continue for at least five years until rebuilding plans ease the situation.

Accommodation for the majority of officers and ratings on courses and other visitors is arranged in hotels and guest houses principally in Weymouth. Early application for accommodation is essential.

Emergency accommodation is usually available in H.M.S. Osprey for ratings arriving at Portland late in the evening pending other arrangements being made in retained approved lodgings.

DCI (RN) 747

### ☆ Chiefs

Results are announced of the autumn 1979 selection boards for promotion to chief petty officer, chief medical technician and chief communications technician.

The selections are sufficient to meet the expected vacancies arising in the promotion year starting January 2, 1980.

The names of those promoted will be published month by month in Navy News.

DCI (RN) 1

A supplementary selection board for promotion to chief petty officer medical assistant was held on November 30, 1979. The names of the successful candidates are now announced, and from this list vacancies will be filled as they occur.

DCI (RN) 12

### ☆ Recognition

Agreement has been reached with the City and Guilds of London Institute for the recognition of the standards achieved by the Royal Marines signaller first class (RM S1).

The award is known as CGLI 777 Communication Operators Certificate. It provides a recognized communications qualification enabling holders to prove more readily their competence as a communicator to potential civilian employers.

The certificate will be awarded to RM S1s who qualified after January 1, 1976, subject to their attaining the required English and practical skills standard.

RM S1s who qualified prior to January 1, 1976, have one year to satisfy the requirements in English and skills and so qualify for Part 2 of the certificate.

DCI (RN) 783

### ☆ Interest up

Interest charges on letting and unauthorised sale of house by participants in the Long Service Advance of Pay Scheme (and similar schemes) are increased to 15 per cent from January 1, 1980, to come into line with the building societies' rate.

DCI (RN) 6



"Sorry — we're a bit short on accommodation!"

### ☆ Switched-on

From March 1, 1980, both ME and WE ratings in seagoing ships who operate switchboards in the charge of the Marine Engineer Officer are to hold a switchboard operating certificate.

The certificate recognises formally that an officer or rating has reached a particular level of operating competence which allows him either to supervise the operation of switchboards or to operate them without being under direct supervision.

It is intended that all ME(L) senior ratings (transferees) and WE senior ratings who at present operate or in the past have operated switchboards, should automatically be awarded the certificate.

ME and WE ratings who are required to operate switchboards in the charge of the MEO, and who are not qualified, are to be examined in accordance with the advancement regulations.

DCI (RN) 4

### ☆ High fliers

Aircrewmen gaining second-class passes or above on basic flying training and petty officer qualifying courses are to get an award from the City and Guilds of London Institute.

The purpose of the award is to encourage aircrewmen students to do well on course. When established, it is hoped that the award will give some measure of exemption from training for helicopter cabin attendants and helicopter landing site officers employed on North Sea oil operations.

Certificates will be awarded retrospectively to those who have gained the appropriate class of pass since the formation of the Aircrewman Branch on April 1, 1974.

DCI (RN) 16

### ☆ Adventure

A wide range of activities is covered by the courses to be run under the Joint Service Adventurous Training Scheme in 1980. Included are free-fall parachuting, gliding, sub-aqua diving, mountaineering, canoeing, and sailing.

DCI (RN) J 22

### ☆ More cash

Capt. R. J. Elliott R.M. gained the first prize (£100) in the 1979 Bertrand Stewart Prize competition. In all, 22 essays were submitted.

The 1980 competition, the value of the first prize has been increased to £150.

DCI (RN) J 25 and 26

### ☆ Horton prize

Lieut. P. Lambert, R.N., has been awarded the Admiral Sir Max Horton Prize for 1979.

DCI (RN) 9

### ☆ History

Details are announced of the regulations for the 1980 Naval History Prize competition, which carries awards up to £100.

DCI (RN) 10

## THE MORE YOU'VE GOT THE BETTER YOUR CHANCES OF WINNING



In a matter of honour you want as much as you can get on your side. And winning a lot of money can be just as important. That's why you should arm yourself with more Premium Bonds.

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## PREMIUM BONDS

Issued by the Department for National Savings.

# LETTERS EXTRA

## Thanks to

### Collingwood

I am most grateful to all the men and women who serve in H.M.S. Collingwood. I visited Collingwood twice for my work experience for the Trident scheme. Everyone was very polite and helpful, I enjoyed myself very much and have now made it my ambition to join the WRNS when I am old enough.

No one seems to mention the good work the stores accountants and catering staff do, and I wish to say a big "thank you" to them. — **Susan K. Murray-Richards**, Waterlooville, Hants.

## Tribute to

### Fife

We were interested to read about the Hurricane David Appeal. My grandson was one of three Derby sailors serving in H.M.S. Fife who helped out after the hurricane last year.

At a concert in Derby Cathedral in aid of the fund tribute was paid to members of the ship's company. At the end of the concert I asked the Provost to present a copper etching of the Fife to the High Commissioner for Dominica. The High Commissioner said it would have a place of honour in his office. — **Mr. and Mrs. J. Orpe**, Alvaston, Derby.

## Hospitals'

### sport

I read with interest (January) the result of the inter-hospital soccer competition. I first became involved in this in 1926 and went to Haslar with the Chatham Cricket XI in July 1927. The competition was between three home hospitals

and included cricket and tennis as well as soccer.

I was glad to see that Stonehouse are now in winning vein as in my young days they seldom won anything!

It would be a great pity if the competition was allowed to disappear. It cannot possibly be harder to relieve participants from their duties than it was in the old days. In the first instance, it was essential that ratings produced their own reliefs, but in the later years, with the help of the Wardmaster officer responsible for hospital staffing, the position was much easier. Participants were also responsible for their own travelling expenses.

I am sure that the spirit which existed then still prevails and I look forward to reading more about the games in future issues — **W. G. Saunders**, senior commissioned wardmaster, R.N.(retd.), Gillingham, Kent.

## Working

### tug

In the report of H.M.S. Reclaim's paying off, it was mentioned that her steam generator was believed to be the only one in working order in the country.

On a steam tug in Ipswich docks today I saw these words on a brass plate:

On generator-steam. Sunderland Engineering Co. 2.5 kw 22.5 amps 110 volts. 625 revs Continuous rating, compound winding. 1945.

This tug is in perfect working order (oil burner) and the owner is only too pleased to get offers of help to get it steaming. Anyone interested should get in touch with Mr. A. Groom on Shotley 502. Mr. Maurice Grant (ex-CERA) is already offering his services. — **C. K. Norfolk**, Ipswich Branch R.N.A.

## 'Old lady'

### Caroline

I note with interest the letters regarding age record (January) and would like to remind readers that our "old lady" still performs a very useful function.

H.M.S. Caroline provides the only public evidence of the White Ensign in the Province and I would be only too pleased to arrange visits for anyone interested in a walk round. As you can appreciate, the vessel has been altered somewhat but many areas are as original and efforts are in hand to restore compartments as and when time and money are available.

Once every five years the Caroline is towed to Messrs. Harland and Wolff for refit. This is a memorable event and entails closing the Port of Belfast to other movements. Docking takes place at this time and, as a point of interest, only two outside plates have been replaced since her launch.

Needless to say, we in the Ulster Division are very proud of our unique "old girl" and it is hoped she will survive for many years to come. — **K. Cochrane**, Cdr., R.N.R. Commanding officer.

## Rame Head

### older

Regarding the letters on "old ladies" afloat under the White Ensign, could I say that the Rame Head was launched in 1944, more than three years before the Reclaim.

Incidentally if one cares to peep under the voluminous skirts of the "old lady" Rame Head, there will be found a set of triple expansion recip engines, thus disproving the H.M.S. Laymoor claim.

It was in a sister ship of Rame

Head, the Mull of Galloway, that I had my first experience as a young E.A. of putting a ship's main alternator "on the board." In that day and age nearly all ships were D.C., and recip engines and A.C. power were a rather incongruous mixture. — **E. G. Cole**, Sea Cadet chief and ex-Electrical Tiff, Farnham, Surrey.

## Charitable

### Service

I have been taking Navy News regularly since visiting Navy Days at Portsmouth in 1967 and I look forward to the paper each month.

What has never failed to amaze me is the amount of charitable work done by the Navy in all aspects and at home and abroad.

I remember on one foreign commission the late Lord Louis speaking to the ship's company and reminding us that we were Britain's ambassadors and were judged on our bearing ashore. That being so, in today's Navy we have truly great ambassadors. Keep up the wonderful work lads and Happy New Year. — **Taff Roberts**, ex-AB, Port Talbot.

## Ditty box

### in use

I still have my ditty box issued in the old Impregnable in 1918. Also I still have the boot brushes, clothes brush (which we had to stow in our sock at Sunday Divisions) and my jackknife, all of which are still in use.

One complaint. Having the honourable title Chief Yeoman of Signals Mr. Fullbrook, why oh why refer to the modern "pop" name communicators? — **A. A. Sewell**, Ex-LSLTO, Harleston, Norfolk.

## Box for

### museum

I was interested to read the letter about ditty boxes in the January issue. I also joined the Impregnable in 1910 and still have my cap ribbon, but my ditty box issued then was lost with all my other kit when my ship H.M.S. Scott was sunk in 1918. But I still have the one issued to me in my survivors' kit, and this one is shortly going to the United Services Museum at Eastbourne.

I also have one, bought from a sale of a dead man's effects, which I had polished and gave to my late wife for a workbook. — **F. C. M. Anderson**, (aged 65), member of R.N.A., Eastbourne.

## Magazine

### address

Regarding the demand for the Dittybox magazine, I have four that any reader may have if he wishes to write to me. I can also give an address where more can be obtained. — **R. Bromley**, Ex-LS, 73, Boston Road, Hanwell, W7 3SH.

## Bakers in

### the Navy

I read with interest the notice (November) of the death of Mr. George Baker, aged 99, recording his service in a submarine in 1904.

From my experience in the Service, I appreciate that the Andrew has always been able to muster its full quota of Bakers. My father was one of 13 brothers who joined the R.N. way back in the period 1890-1905. The eldest brother was PO 1st class George Baker serving in H.M. submarine A1.

I once had a memorial card recording the tragic loss of the A1 and I wonder if any of these cards are still in existence. — **H. G. R. Baker**, Ex-Chief Mech, Gravesend, Kent.

## Transmitter

York Sea Cadets require an H.F. transmitter capable of transmitting C.W., and R/T must be crystal controlled.

If anyone can offer a transmitter either on permanent loan or for sale, please write to the Commanding Officer, T.S. York, 21-22 Skeldergate, York. — **L. Hudson**.

## Judo club

### at Gosport

Regarding the letters on judo, a judo club has been formed in Gosport at St Vincent School.

These classes are open to anyone over the age of 16 and new members are welcome. Our coach has his own judo club in Southsea so if anyone in the Pompey area wishes to take up this sport the facilities are at hand.

Anyone interested should contact St. Vincent Adult Education Centre or see the posters in the local library. Classes are held on Monday evenings. — **Kathryn Woods**, Peel Common, Gosport.

## Mystery letters

I am writing a commentary on the log of a midshipman aboard H.M.S. Sans Pareil in 1862.

There is a repeated reference "A.M. crossed T.G. yards" and "P.M. down T.G. yards" and there are also references to "Royal yards."

I wonder if anyone could enlighten me on the purpose of this exercise. — **Bruno Westcott**, Histon, Cambridge.

# WE, THE LIMBLESS LOOK TO YOU FOR HELP

We come from both world wars. We come from Kenya, Malaya, Aden, Cyprus . . . and from Ulster. From keeping the peace no less than from war we limbless look to you for help.

And you can help, by helping our Association. BLESMA (the British Limbless Ex-Service Men's Association) looks after the limbless from all the Services. It helps, with advice and encouragement, to overcome the shock of losing arms, or legs or an eye. It sees that red-tape does not stand in the way of the right entitlement to pension. And, for the severely handicapped and the elderly, it provides Residential Homes where they can live in peace and dignity.

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## Queen to take salute at Dartmouth



LEFT: Flashback to 1972, when the Queen last attended Lord High Admiral's Divisions at Dartmouth. On that occasion she was accompanied by Prince Andrew, then a boy, and this picture shows him with the Queen during a presentation to her by a B.R.N.C. midshipman. ABOVE: Midshipman Prince Andrew almost eight years later, attending a passing out parade with fellow members of Hawke Division.

Pictures: Charles Risk.

The Queen and Duke of Edinburgh are to visit Britannia Royal Naval College, Dartmouth, on April 2 for Lord High Admiral's Divisions, so completing a "hat trick" of Royal visits this year to the college where Prince Andrew is training.

It will be the first time since 1972 that the Queen has attended the divisions in her capacity as Lord High Admiral, and she will take the salute as her midshipman son gives an "eyes right" at the end of the ceremony.

### Prince of Wales

Prince Andrew is expected to pass out from B.R.N.C. that day with up to 400 other midshipmen and sub-lieutenants.

The other Royal visits are by the Prince of Wales — back to his old college — and Princess Anne. The Prince is to attend a mess dinner on February 20 as the guest of the Captain of the college (Capt. Nicholas Hunt). Prince Andrew will be among the midshipmen present.

Princess Anne, accompanied by Capt. Mark Phillips, was joining Prince Andrew at a

private dinner party of the prince and the other midshipmen of Hawke Division on Friday, February 1.

In his second term at B.R.N.C. Prince Andrew has been undertaking academic work. After the passing-out, he is due to go to R.A.F. Leeming to begin flying training in late spring. There he will be under the watchful eye of Leeming's senior naval officer, Cdr. R. E. Smith. Training will last about 20 weeks and he will be flying Bulldog aircraft.

In the autumn the Prince is due to go to R.N. air station Culdrose to start basic helicopter training.

A fine bone china commemorative plaque has been commissioned to mark the occasion of Lord High Admiral's Divisions and the 75th anniversary of the college this year.

The plates will be limited to 500 and the design incorporates an attractive sketch of the college surrounded by gold lettering on a dark blue background.

## IT'S ROYAL DIVISIONS!

Price is £25.95 (£1.70 post, packing and insurance). Inquiries should be addressed to the Supply Officer, B.R.N.C., Dartmouth.

### Anniversary

The Prince of Wales will visit H.M.S. Excellent on June 11 to mark the 150th anniversary of the naval establishment at Whale Island.

Prince Charles will spend the afternoon at the School of Naval General Training, attending ceremonial divisions and meeting officers and ratings.

During the week of the royal visit, Excellent will stage a pageant depicting the history of Whale Island in 20 episodes. The show, on June 12, 13 and 14, will be open to the public.

Before his visit to Excellent the Prince will open the Shipbuilding Industry Training Board's new centre at Woolston, Southampton. He will attend a civic banquet at Portsmouth Guildhall in the evening.

Prince Charles will also visit Devonport dockyard on May 23 to open the new submarine refitting complex.

On the same day he will visit the R.N. Engineering College Manadon where, in centenary year, he will present the Queen's Sword to the college's top student.

## New helo finds its sea legs

The Navy's newest helicopter, the Sea King Mk 4, has been trying out its sea legs.

The first Mk 4 was delivered to 846 Naval Air Squadron, Yeovilton on December 14 and took the opportunity to carry out deck landing as H.M.S. Bulwark steamed down the Channel last month on her way to Mayport, Florida.

Sea King Mk 4s, each of which can carry 27 fully armed troops, will phase out the squadron's Wessex 5s by the end of the year. They will operate from the Bulwark when the ship operates in the amphibious assault role.

### Pangbourne cadets

During her present deployment the carrier is operating in her anti-submarine role with helicopters of 814 and 826 Squadrons embarked.

On board for the Channel leg of her voyage were 24 sons and six cadets from Pangbourne College, who were disembarked to R.N.A.S. Culdrose after a day and a night at sea.



The Navy's first Sea King Mk 4 prepares to touch down on H.M.S. Bulwark.

Before sailing, the Bulwark presented a cheque for £141 to Corben Lodge for the handicapped, Portsmouth. The money was raised by CPO Ellis of 826 Squadron who, on

leaving the ship, carried out a sponsored cycle ride from Portsmouth to Culdrose. The latest cheque takes the Bulwark's total contribution to Corben Lodge past the £500 mark.

## Move for Marine Society

The Marine Society, which claims to be the oldest marine charity in the world, has had its new headquarters opened by its patron the Queen.

During the Seven Year War and in the Napoleonic Wars the society supplied the Royal Navy with more than 75,000 sailors. In 1786, 30 years after its formation, it started the training ship as a way of preparing boys for the sea, running the Warspite until 1939.

Nowadays the Marine Society supplies the Merchant Navy with a library and educational service, runs ship adoption — which establishes links between schools and seafarers — and governs the London School of Nautical Cookery. The society also launched the Nautical Institute, the professional society for navigators.

### LIBRARY SERVICE

Tasks of the society include supplying R.F.A.s with a library service. It also has a number of R.F.A. members and ships in the ship adoption scheme.

Any R.N. officers or ratings who are interested in joining the scheme are welcome to contact the society at 202, Lambeth Road, London, SE1 7JW.

After the official opening of the new headquarters, Capt. C. W. Malins, R.N. (retd.), retired as secretary, a post he has held for 15 years. He is succeeded by Lieut.-Cdr. Richard Frampton, R.N. (retd.).

# Shh—it's the Special Branch!

Many people have little idea of the job of a Royal Navy Communications Technician. Moreover, they can't be told in detail because the work is classified and only a bare outline can be printed.

But CTs, something of a special breed, perform a vital role and are always in demand. Suitable volunteers are being sought for transfer to the branch, which has the same promotion structure and rates of pay as artificers and mechanics.

The Communications Technician Branch, one of the Navy's newest, was formed in April 1978 from a re-structuring of the Radio Operator (Special) sub-branch of the Communications Group. In the past, applicants for RO(S) had to be trained Communicators but, with the formation of the new CT branch, entry was widened to allow leading rates (or able rates passed for leading rate) of any branch,

except artificers, mechanics and medical technicians, to apply.

Basically CTs are the Navy's specialists in the techniques of recognising and reporting on a wide variety of emissions which occur in the radio frequency spectrum.

## Foreign languages

The CT has to operate electronic detection and direction finding systems, recognise and process all forms of electromagnetic emissions, evaluate these emissions and report on their significance. He needs a knowledge of foreign languages and in-depth expertise in Morse code, radio teleprinter and other modern communications systems.

Initial training is long and demanding, lasting two years and mainly in H.M.S. Mercury. During this time the prospective CT is trained in a foreign

language to appropriate standard and taught the theory and operation of many types of electronic equipment. He is also taught to read Morse at high speed.

He has to survive a special security clearance; have an aptitude for foreign languages (but not necessarily any formal qualifications); have writing and speaking ability and a good memory; be capable of absorbing new ideas and information; and be able to fit in as a resourceful, responsible member of a small team.

It has been found that many men have these qualities without, perhaps, realising it. A special Selection Board has been set up which sympathetically screens all volunteers and gives them every opportunity to demonstrate their capabilities.

Because of the demands made on the CT, the branch enjoys technician status and rates of pay. Prospective CTs can expect to be rated CT3 (PO)

on completion of their initial two-year course and, subject to obtaining a certificate of competence, will reach CT2 after another year. Promotion to CT1 (CPO) will follow after one year's service as CT2, subject to passing the professional qualifying examination. Further promotion follows the standard mechanic pattern.

## Rules and dates

Mature and responsible ratings with the academic and professional ability to undertake the training and the subsequent duties are needed for this highly specialised branch. Anyone interested should see his Divisional Officer so that application can be made for a Selection Board. Rules for applying and dates of forthcoming Boards are contained in DCIs. Those interested should also read Chapter 24 of the Advancement Regulations (BR 1066).

# SWINGFIRE RAPIER SEA SKUA MILAN

## A few names we can use in our own defence

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**BRITISH AEROSPACE  
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# AMBUSCADE SUPS THE TOBIAS TOT

H.M.S. Ambuscade was involved in some rum goings-on during her time as Belize guardship. In particular, she paid a most spirited visit to Roadtown, Tortola, for reasons which the frigate can no longer keep bottled up.

That reason was the historic resurrection of Pusser's Rum. This time, however, it is not being produced by the Royal Victualling Yards but in the new bottling plant of Mr. Charles Tobias, an American citizen who now lives in the Virgin Islands.

He obtained the old Pusser's Rum recipe from the Admiralty, and now produces the "tot" commercially. Old hands in the Ambuscade who sampled the new version claimed it was rather smoother than its predecessor.

To mark the launching of his new brand of rum, Mr. Tobias has given £10,000 to the Sailors' Fund—the fund set up on the demise of the tot. He has also covenanted a percentage of the sales on every case.

## Extravaganza

H.M.S. Ambuscade was in Tortola to help "British Navy Pusser's Rum" on its way, and joined in an extravaganza of parties, ceremonies, and sporting occasions organized by Mr. Tobias. In return he was entertained on board the Type 21 frigate and officiated at a ceremonial "Up Spirits" in the Petty Officers' Mess.

He presented the ship with a beautifully-inscribed—and full—model of a rum cask, and promised a liquid welcome for future visiting ships!

Last port of call for the Ambuscade on her West Indies deployment was to Nassau, where the ship learned officially that she



had won the 1979 Fleet Naval Gunfire Support Trophy to add to the Surface Gunnery Trophy she won the previous year.

The ship was then relieved as Belize guardship by H.M.S. Berwick, and made her way back to Plymouth via fuel stops at Bermuda and Ponte Delgada in the Azores.

**POMEM Pete O'Neill (right) receives his tot from Mr. Charles Tobias at the "Up Spirits" ceremony in H.M.S. Ambuscade's PO's Mess.**

# Minerva bounces back

Decisions over H.M.S. Minerva's repair programme and some swift dockyard work has meant that the frigate can return to sea quickly following the crane incident at Devonport dockyard before Christmas.

It had been expected that the Minerva's programme for the early part of the year would be disrupted after a dockside crane fell in a gale, damaging the ship while she was alongside. Later the ship was cut free and she was moved to No. 2 Basin for repairs.

Work was carried out to the buckled roof of the

helicopter hangar, but it was decided to remove the wrecked starboard Seacat missile launcher and to return to sea with only the port launcher operating for the time being. The Minerva also has the Exocet system.

Plans were made to sail in late January—about a fortnight later than originally intended—for a weapon training period.

It is also planned to replace the starboard Seacat launcher during a docking period later in the year.



## Dog watch

On a snowy day in Edinburgh, the best place for any self-respecting guard dog is in the shelter of the sentry's hut. Mne John Cunningham and companion took post on the day Royal Marine Commandos mounted guard at Edinburgh Castle for the first time. The Marines, from 45 Commando Group, based at Arbroath, took over responsibility for the safety of the castle from the Royal Scots for two weeks.

Picture: PO(Phot) Peter Holdgate.

## Duck watch

PO(R) Dave Hugh stands guard as Mr. Brian Webb, a civilian maintainer, feeds Donald the duck at Jupiter Point, H.M.S. Raleigh. Donald arrived, covered in oil at Jupiter Point last May. Since then he has grown considerably in confidence and weight, so it was thought best to keep an eye on him over the festive season. They obviously didn't want their Donald flying out of the oil into the frying pan!



# Juno comes in from the cold

Father Christmas didn't have very far to go to deliver presents to H.M.S. Juno. The frigate spent Christmas week on surveillance duties in the heavy Arctic seas north of the Faroes.



JS(EW) Steve Fagan pictured in command of H.M.S. Juno on surveillance duties in the Arctic Circle. "Cdr." Fagan, at 16 the youngest rating on board, took command of the ship on Christmas Day.

## Fire-raisers hit home

Some of H.M.S. Juno's company gave up free time during the ship's visit to Hull to help with last-minute decorating and tidying up at the St Vincent's Children's Home, which was deliberately set on fire in August.

A collection in the Juno raised £260 for the home, which is run by the Sisters of Charity, a Roman Catholic order, and which caters for children of all denominations.

Sadly, two days before sailing for the Arctic Circle, ship's company members learned that arsonists had started a carbon-copy fire in the home, causing damage estimated at £15,000. A second collection in the ship raised more than £160 to help salvage something of the children's ruined Christmas.

At 04.30 on Christmas morning the Juno's Wasp, flown by Lieut. Simon Thomas and LACMN Roy Gallichan, was up in sub-zero temperatures on a routine surface search.

They report sighting a strange craft with a bright red glow in front and a somewhat unconventionally dressed pilot.

The ship, which met up with the Danish frigate H.D.M.S. Ingolf and R.F.A. Green Rover, made the best of being away from home with a full programme of yuletide entertainments.

A competition for the most inventive and amusing carol was won by the WE Junior Rates' mess, and AB(EW) Tiny Elston wolfed down a staggering eight heavy pies in 12 minutes to win the mince pie eating competition. His prize was, naturally, a 12-inch diameter . . . mince pie.

### WORLD RECORD?

Christmas Day started with a service of lessons and carols, whereupon the youngest member of the Juno's company, JS(EW) Steve Fagan, took over command of the ship from Cdr. Mike Bickley.

Sixteen-year-old Steve's first "command" came just seven months after joining the Navy — surely a world record for promotion.

Dinner was served to the ship's company by heads of departments, and was followed by a grand raffle. The many prizes included portable televisions, radios, cassette recorders and watches. Many sailors were able to make a free telephone call over Christmas.

### AVIATORS

The Juno returned to Portsmouth on December 28 for a belated Christmas with families before starting a pre-deployment maintenance period in mid-January.

● H.M.S. Juno's wardroom has not been short of aviators recently. In fact, five members were fliers, which could be a record for a frigate. The five were Cdr. Mike Bickley, commanding officer and Buccaneer observer; Lieut.-Cdr. Ian McKechnie, first lieutenant and fixed and rotary wing pilot; Lieut. Mike Crabtree, borne for bridge watchkeeping training; Lieut. Simon Thomas, incoming flight commander; and Lieut. Nick Foster, the outgoing flight commander.

# PLYMOUTH SWITCHES NAVY DAYS

Plymouth Navy Days this year have been moved from the traditional August Bank Holiday week-end and cut from three days to two — but the organisers are expecting a bigger-than-ever show.

The new dates are August 30 and 31, the first week-end after the Bank Holiday.

Because of leave and the shortage of available ships during the Bank Holiday week-end the Navy felt it would not have been able to play its full part in Plymouth's celebrations to mark the 400th anniversary of Drake's circumnavigation of the world in the Golden Hind.

Now, although attendances may suffer because of the reluctant changes of dates, it is expected that a "very large number" of ships will take part.

### CALENDAR

The following is a calendar of Naval Air Days and Navy Days for 1980:

May 25-26 — Chatham Navy Days.

June 7 — R.N.A.Y. Fleetlands Open Day.

July 19 — H.M.S. Daedalus Air Day.

July 19-20 — R.N. air station Portland Open Days.

July 23 — R.N. air station Culdrose Air Day.

July 30 — H.M.S. Gannet Air Day.

August 2 — R.N. air station Yeovilton International Air Day.

August 23, 24, 25 — Portsmouth Navy Days.

August 30-31 — Plymouth Navy Days.

## K.G. Fund tops grants record

Grants from King George's Fund for Sailors to nautical charities last year were again a record, the £530,248 total being £45,722 more than in 1978.

More than £240,000 went to R.N. charities, while some other grants were to charities which benefit all seafarers. The largest R.N. grant was £62,550 to the Royal Naval Benevolent Trust, including £11,550 for Pembroke House.

### GROWTH IN AID

Of the grants to officers' charities, nearly £15,000 came directly from the R.N. Officers' Fund as a result of the First of June Appeal.

In thanking all officers and ratings who helped with donations and in organising functions in support of K.G.F.S., the General Council issues a reminder that during the Second World War more than a million people served in the Royal Navy, and that charitable assistance would continue to grow during the 'Eighties.

## BUY A REAL PIECE OF H.M.S. ARK ROYAL OR H.M.S. EAGLE



An extended range of items bearing specially commissioned medallions cast in metal taken from H.M.S. ARK ROYAL and H.M.S. EAGLE are now available. The photograph shows 'ARK' items, the EAGLE items have a "Spread Eagle" medallion.

**PRICES FOR BOTH SHIPS**  
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 2 1/2 in. Handbell £3.20 (p&p 30p) Paper Knife £2.20 (p&p 30p)  
 3 in. Handbell £4.90 (p&p 40p) Ash Tray £1.60 (p&p 30p)

The now renowned full colour Robert Taylor Print of ARK ROYAL is available at £2.95 (p&p 50p) and his print 'The Last Phantom' is also available at £1.99 (p&p 50p, unless ordered at the same time as the ARK print).

A small change in design has enabled us to make a few more Capstans from ARK ROYAL metal at £14.50 (p&p 50p) and the Pendant made from ARK ROYAL timber has been redesigned and is now available at £2.50 (p&p 20p). Keyrings are still £1.10 (p&p 10p).



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... Phantom print.....£.....

NAME.....

ADDRESS.....



Smiles

"No, I don't think that's what it's for, dear!"

## NEWSVIEW

### What figures in Jack's choice of Miss Right?

If Jack has a girl in every port, which of the feminine attributes single out the one he'd like to wed? The question would produce a range of replies, some of them no doubt overlapping.

But it's an interesting point. Does a Service wife need to be something special? Should Jack, with his roving life-style, be more careful than the next man in choosing his life partner? And does he need instruction in what to look for in a wife?

When it comes to sweeping her off her feet, Jack may well be the boy, but what about the reality of the separation she will inevitably face sooner or later?

Inspiring these marital thoughts is the news that the Army is experimenting with courses on married life which, among other things, aim to tell young soldiers what to look for in a wife and how to keep a family together in a military environment.

#### Help on hand

While no similar scheme is reported in the Navy, guidance is of course readily available within the Service for anyone seeking it. However, the idea of classes, however informal, intrigues.

Some might argue that advice on matters so personal is intrusion. If you choose your brand of car, your toothpaste and your house, why tell you who lives there with you?

A teenage bride, far from her roots, in a Service environment for the first time and with her husband away — perhaps at sea — may well need support and help. Human nature dictates that some people take the strains of life more easily than others, and anything which enhances a husband's understanding has to be valuable.

#### Strong marriages

Many Service wives go on to help create strong marriages, while never pretending they like everything that is happening to them and their men. And that, despite today's inflated divorce rates, affecting the Navy like every other group.

So when Jack finds the Miss Right he fancies for keeps, how prominent should suitability as a Service wife figure in the priorities? The success of the Army scheme will, no doubt, depend on its approach. Married, as well as single, men are involved and some women have shown interest too.

Taking it a bit further, you could have classes on what should be anticipated by all the nice girls who love a sailor. But that's another story...

# Those hammock days are over

## New designs satisfy desire for privacy

At the request of the majority, junior rates' messes in new ships of the future are to be larger than at present and able to accommodate about 40 ratings rather than the two dozen or so in ships now coming into service.

It is also aimed to return to the folding bunk (middle one of three) concept to allow more seating space away from the main recreation area.

Both points are mentioned in the reply to a letter in Navy News last month about accommodation in British warships ancient and modern.

Ex-PO Tel Ronald E. Hamlet had said that on a recent visit on board the new Type 22 frigate H.M.S. Broadsword he had found "one of the most badly laid out and cramped messes I have ever seen."

From Bath, the Commodore Naval Ship Acceptance and Director Naval Equipment (Commodore J. A. B. Thomas) replied as follows:

I have read the letter in January's Navy News from ex-PO Hamlet with interest and, as Head

of the Department at least partly responsible for standards of accommodation in our modern warships, I would like to reply to his criticism that the messes in H.M.S. Broadsword are badly laid out and cramped.

Twenty-five years ago, when PO Tel Hamlet was serving, we all slept in hammocks which had their disadvantages but at least allowed more room in the mess for seating, but one had to "recreate" or sleep in the same basic space — a not really compatible requirement.

#### Something has to give

Now we have fixed bunks sited quite separately from the recreation area in order to satisfy the modern sailor's overriding desire for privacy. To provide this privacy something has to give and it is the capacity to seat all members of the mess at the same time; an unlikely requirement in most circumstances.

Space is just not available for this and, indeed, the Admiralty Board's design guidance is to provide seating for two-thirds of the mess. In practice, even this is difficult to achieve in all classes of ship.

Two measures are in hand to improve matters for future new ships. Firstly, we aim to return to the folding bunk (middle one of three) concept so that more seating space will be available away from the main recreation area.

We believe this will be a worth-while benefit without seriously eroding the privacy requirement.

Secondly, junior rates' messes will, in future, be larger to accommodate about 40 ratings rather than the two dozen or so in ships now coming into service. This also is at the request of the majority.

I do, however, refute the criticisms of bad design and not enough locker space. There are many constraints that affect the design of each mess and sleeping space, but much work has been done in the past ten years or so to improve comfort, stowages and colour schemes.

The new kit lockers have been studied by a professional team which concluded that there was more than adequate space for the stowage of both compulsory kit and a fair amount of plain clothes.

It is my task to represent the user — the sailor at sea — and also to accept new warships for naval service. I and my staff have visited H.M.S. Broadsword frequently, and criticisms of the accommodation have been marked by their absence. Not all is perfect, but we are building warships designed to fight.

There is always an argument for bunks versus bullets and by and large I believe we have got the proportion about right. But please don't restart that argument in your columns!

### Frigate lines

Ratings' accommodation in new warships, including the Type 22 H.M.S. Broadsword, is discussed on this page, but here the "all-missile, all-metric" F88 displays her outer lines as she passes the Spanish frigate Diana after leaving Lisbon.

The picture was taken by Lieut. Cdr. R. Edwards, observer in a helicopter of H.M.S. Argonaut's Lynx Flight, attached to the Broadsword for her first foreign deployment.



# Navy will soon share the Pride of Barrow

## Invincible prepares to join the Fleet

Following first entry into her Portsmouth base port on Wednesday March 19, the first-of-class anti-submarine aircraft carrier H.M.S. Invincible will be accepted by the Royal Navy and the White Ensign hoisted.

At Portsmouth four months later, on Friday July 11, the commissioning ceremony will be honoured by the presence of the Queen, who performed the Invincible's launching ceremony in May 1977.

### Departure

The skyline of Barrow-in-Furness will change perceptibly on March 15, when the Invincible makes her final departure from Vickers' yard.

Since 1973, when her keel was laid, she has been a very real presence in a town whose lifeblood is ship production.

Not only has her towering outline served as a constant reminder of the financial benefits she has brought to the town, but she has also given a psychological boost to the community.

Talking to people closely involved in her construction it

is quickly obvious that they are justly proud of this gleaming, powerful addition to the Fleet.

### Hand-over

They have created a 19,810-tonne vessel from a million separate components, 1,000 kilometres of cables and 100 kilometres of piping, not to mention the hundreds of tons of steel plating.

The Invincible completed her contractors' sea trials last year. Following her entry into Portsmouth on March 19, there will be a formal, but brief, handing-over ceremony at which the ship will be accepted on behalf of the Royal Navy by her first commanding officer (Capt. M. H. Livesey).

The ship is to undergo an intensive period of sea trials,

including a work-up with an air group of Sea Harriers and Sea Kings, which is due to embark for the first time in October/November.

### Sixth

The Invincible is expected to be fully operational by late 1981.

She is the largest warship built for the Royal Navy for 25

years and the sixth R.N. ship to bear the name.

The original ship's badge was a lion, which was devised before the introduction of a formal system of allocating and approving ships crests and badges. Invincible "number six" will be the first ship of the name to have the officially-approved crown and trident emblem.

H.M.S. Invincible, largest warship to be built for the Royal Navy for a quarter of a century, pictured during sea trials.

● See also Page 37



## RESCUE TEAMS ARE KEPT BUSY

Royal Navy, Royal Marines and Royal Maritime Auxiliary Service personnel, ships and equipment were involved in a series of rescue missions over the Christmas and New Year period.

The most spectacular incident was that involving a burning Spanish gas tanker which threatened to blow itself out of the water — taking half of Brixham with it.

### ANGLESEY

A Cypriot freighter, the Deneb, eased the tension by towing the blazing Butaseis away from the South Devon coast. The fire-fighting, salvage and ocean rescue tug R.M.A.S. Typhoon later took up the tow in Lyme Bay as H.M.S. Anglesey arrived to warn off other shipping and act as a base for fire and salvage crews.

Other R.M.A.S. vessels involved in the operation were the tugs Robust, Alsatian and Pintail.

Royal Marines from HQ Commando Forces became involved in night-long relief missions when storm force 12 gales and driving rain hit Devon and Cornwall just

after Christmas. The Headquarters co-ordinated military assistance, took bedding and inflatable craft into the badly flooded Newton Abbot area, and despatched a Gazelle helicopter to give county officers a recce of the worst hit areas.

While the Marines were helping out on land, helicopters from R.N. air station Culdrose were busy over the Channel.

A Sea King snatched the eight-man crew from the crippled tug Gulf Majesty, drifting helpless in a violent storm 15 miles

south-east of the Lizard. In the same operation, a Wessex helicopter from Culdrose located and tracked a 500ft. barge — originally under tow by the Gulf Majesty — which was adrift in busy shipping lanes.

In other incidents during January, Navy helicopters recovered two bodies found on a liferaft in the Channel, two schoolboys were freed from a mud flat on the Isle of Wight, and a portable pump was flown to a Dutch trawler taking on water 130 miles off Lands End.

## Mohawk pays off

H.M.S. Mohawk, which had a reputation as a particularly happy ship since she first commissioned in 1963, has paid off into reserve at Chatham.

Many of the Tribal class frigate's successes were on the sports field — five years ago her three rugby teams were among the strongest in Fleet and shore establishment representative sides — and she went into reserve still holding the Fleet cricket and boxing titles.

Her name will continue to be used by T.S. Mohawk, the Blackburn Sea Cadet unit, where a new headquarters was recently opened by Capt. B. N. Wilson, a former commanding officer of the ship.

## SO WHAT'S NEW . . .

"The men of the Navy have an absolute right to enjoy the same standard of wages as are fixed for the highest skilled workers in the Labour world, plus an addition for the risks and inconveniences of a sea life."

Sounds familiar, doesn't it? Particularly the reference to an X factor.

Those words, however, came to light when workmen demolishing Jervis Block East in

H.M.S. Nelson pulled out an old fireplace, and uncovered a September 1920 edition of The Fleet, a magazine published by the Welfare Committee.

Other contentious — and familiar — topics which get an airing in the magazine are travel expenses (there were none then), automatic promotion (reluctantly introduced by the Admiralty), and the "class distinction" between stokers and tiffies.

What else hasn't changed in 60 years?

## Navy News

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## Solar Power

Left — A positive print of a black-and-white negative produced a stark and ghostly effect in this study of a helicopter lift. It also produced a first prize in the monochrome section for LA(Phot) Clive Deer, of 846 Squadron.

## Offbeat pictures get Peregrine Trophy

# SNAP

Without the seal of a Snowdon or a Lichfield, a man in a gas mask doesn't sound like the kind of thing to set the photographic world alight. But the winning print section in the Royal Navy's annual Peregrine Trophy Photographic Competition was just that — embellishments.

## Navel Review!

CPO(Phot) Roger Daedalus, double-exposed taken with the use of flash, added a dash of witticism to "Chips Again Tonight." "I was trying to achieve something different with a mundane case a Pusser's gas mask." "The man in the photograph, LA Roger, side of the camera for a thing took a couple of h Daedalus and he was q was all over!"

### Offbeat on

Offbeat offerings certainly when the 500 entries from Photographic Branch were Excellent.

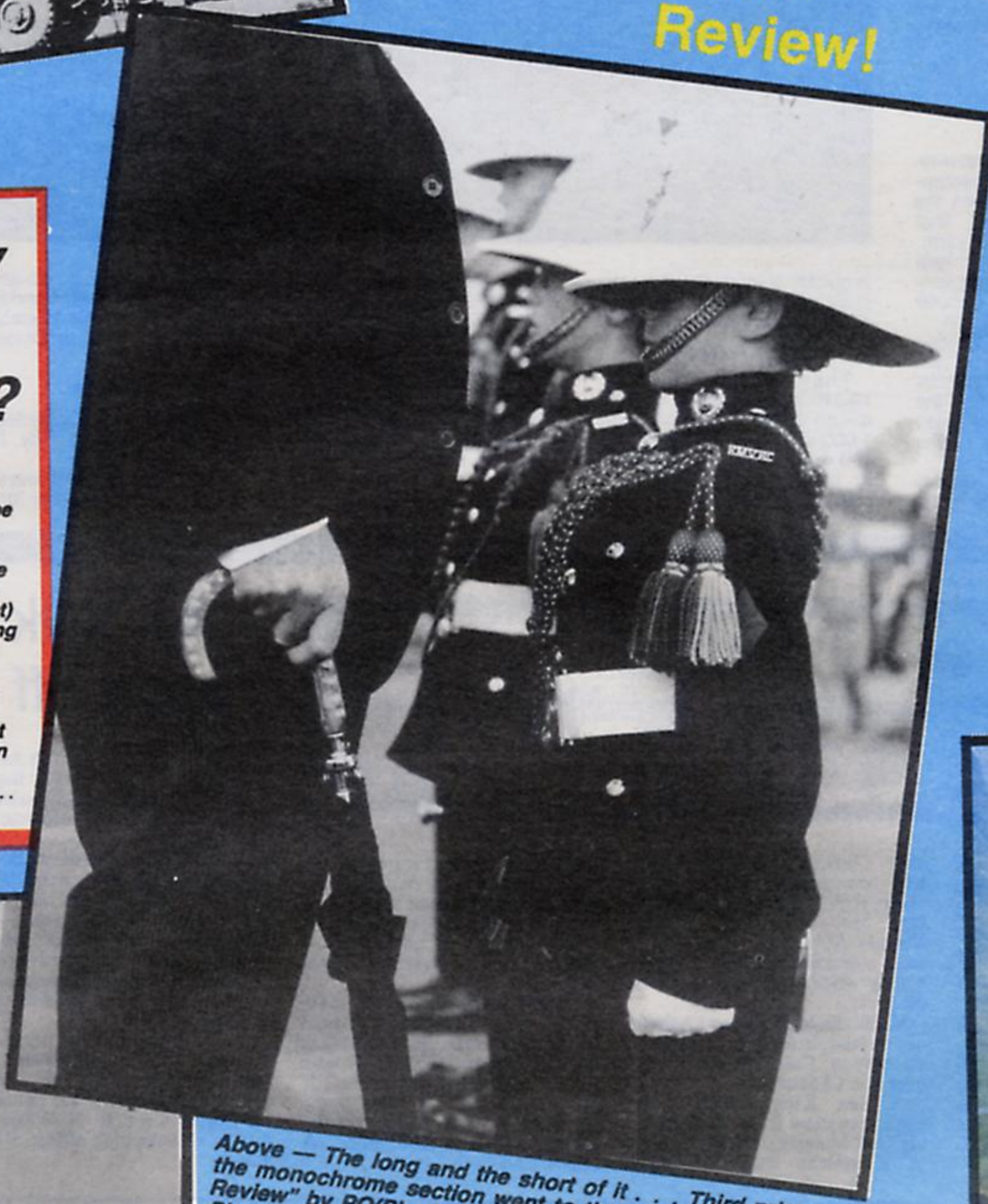
PO(Phot) Keith Gibson, "Lord Nelson" appearing in Room of a modern war transparency section.

PO Gibson went on Royal Navy's Photographic he and his colleagues director of Public Relations Peregrine Trophy, awarded with the highest number of sections.

The winning transparency the film "Nelson's Touch Seeing You Here" December's Navy News "Solar Power," by which won the monochrome

## Study in relief?

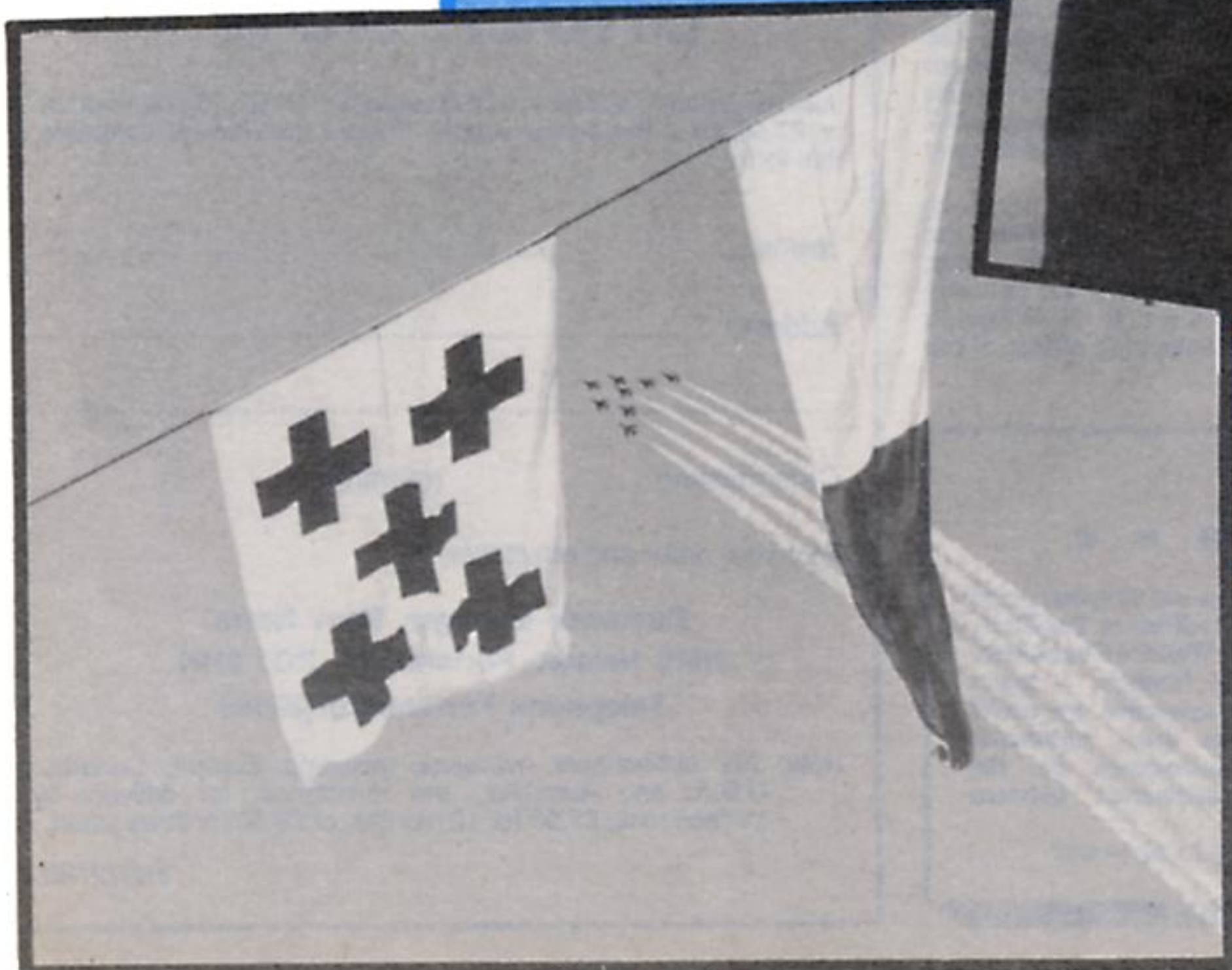
A case of 15 heads being better than one? This monochrome print entry, whimsically entitled "And one for the pot" was taken by LA(Phot) Roger Glee during the preparations for the Royal Navy Equipment Exhibition at Whale Island last year. It didn't win a prize, but caught our eye...



Above — The long and the short of it... Third prize in the monochrome section went to the wittily titled "Navel Review" by PO(Phot) Pete Holdgate, of H.Q. Cdo Forces, Plymouth. The occasion was a civic inspection of Royal Marines Volunteer Boy Cadets.

Right — A simple title — "Mountain Patrol" — and a simple yet effective composition won second prize in the colour print section for CPO(Phot) John Drew, of DCG R.M. Left to right in the picture are Sergt. K. Poyser, Sergt. D. Ford and WO2 B. E. Snowdon, serving with 45 Cdo.

Left — Five crosses and seven arrows added up to a second prize in the monochrome section for LA(Phot) Gordon Ford, of H.M.Y. Britannia. The title: "Flypast."



Right — Second prize in the colour transparency section went to LA(Phot) Danny du Feu's atmospheric study of one of the first Royal Navy Sea Harrier aircraft on the flight deck of H.M.S. Hermes. The title: "New Horizon."

# DECISIONS!

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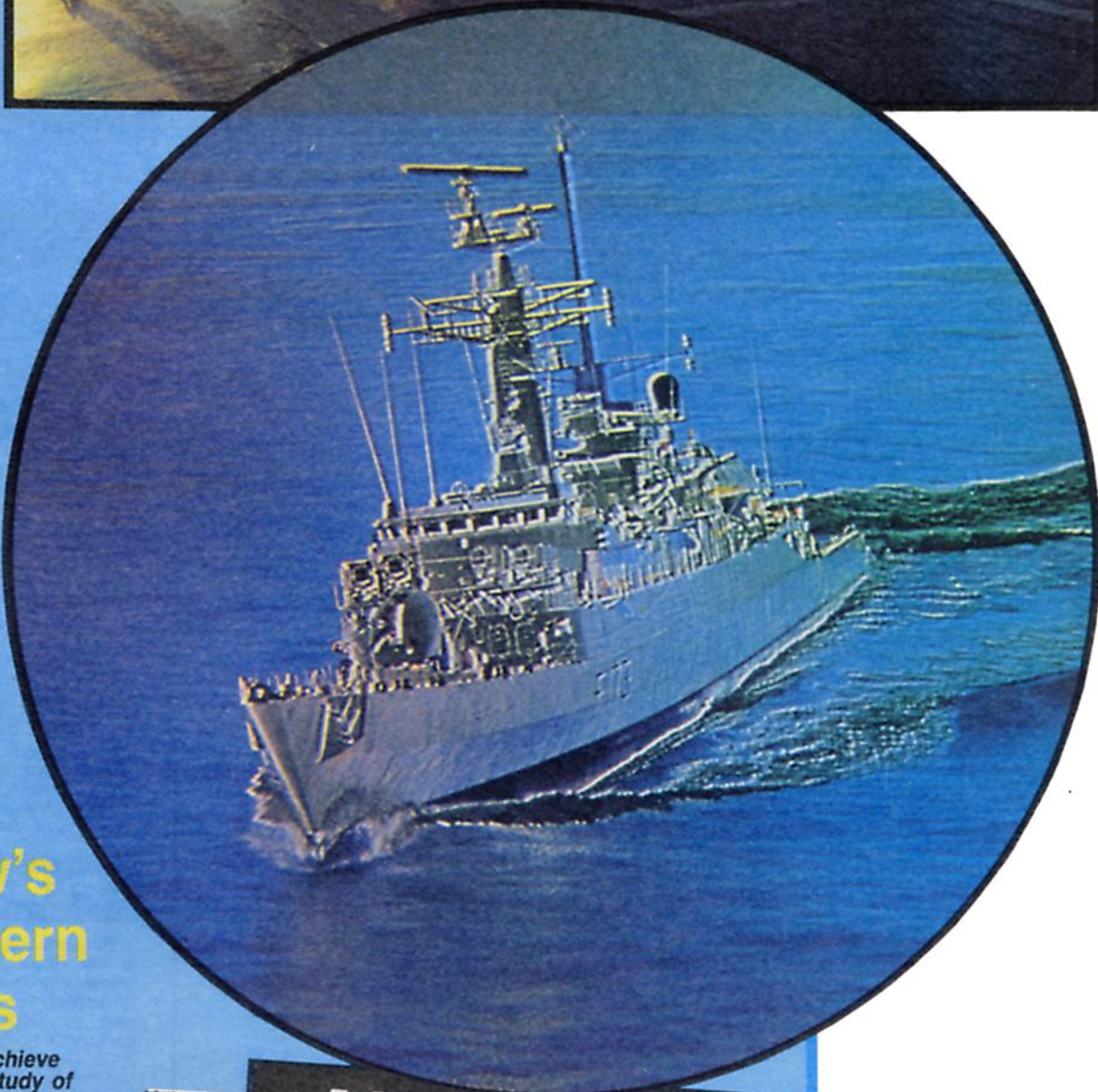


Above — CPO(Phot) Roger Carver's winning entry in the colour print section — "Chips Again Tonight."

competition, was another out-of-the-ordinary entry — a positive print of a black-and-white negative showing helicopter operations on a carrier's flight deck.

And PO(Phot) George Wicks's startling study of H.M.S. Arrow, third in the transparency section, was achieved by an elaborate process involving colour and black-and-white positives and colour filters.

Judges were Lieut.-Cdr. Freddie Rodgers R.N. (retd.), a former R.N. Photographic Officer; Mr. Charles Hall, editor of Industrial and Commercial Photographer, and Mr. David Musky, representative of Practical Photography Magazine.



## Arrow's Northern Lights

Circle — To achieve this unusual study of H.M.S. Arrow, PO(Phot) George Wicks sandwiched his original colour shot with a black-and-white, high-contrast duplicate, offset slightly to produce a bas-relief effect. The result was then placed on a Lumitron light box and enhanced with green and red diagonally-cut filters. Entitled "Northern Lights," the finished article was placed third in the transparency section.

## ALL THE WINNERS

Peregrine Trophy (donated by Practical Photography Magazine): Directorate of Public Relations (Navy).  
Royal Navy Picture of the Year (£300) voucher donated by Pelling and Cross Ltd.: "Fancy Seeing You Here" by PO K. Gibson of DPR(N).

### MONOCHROME

1, "Solar Power" — LA C. Deer (846 Squadron), awarded Olympus OM2 camera donated by Leeds Camera Centre Ltd.; 2, "Flypast" — LA G. Ford (H.M.Y. Britannia), £100 voucher, Kodak Ltd.; 3, "Naval Review" — PO P. Holdgate (HQ Cdo Forces), £50 cheque, Durst U.K. Ltd.; 4, "Cold Winter" — CPO J. Drew (DCG R.M.), Focal Encyclopaedia, Solent Visual R.M.; 5, "Now We Are Two" — LA M. Beards (40 Cdo R.M.), gold pen, May and Baker Ltd.; 6, "Nelson's Touch" — PO K. Gibson, novelty camera, anonymous donor; 7, "Still Waters" — LA Beards, Ark Royal paintings by Robert Taylor, marine artist.

### COLOUR TRANSPARENCIES

1, "Fancy Seeing You Here" — PO K. Gibson, awarded £300 voucher donated by Pelling and Cross Ltd.; 2, "New Horizon" — LA D. du Feu (H.M.S. Hermes), £100 cheque, Hasselblad (G.B.) Ltd.; 3, "Northern Lights" — PO G. Wicks (DPRN), £50 cheque, John Page Ltd.; 4, "Boat Show '79" — PO J. Lewis (DPRN), £25 cheque, Technica Cameras Ltd.

### COLOUR PRINTS

1, "Chips Again Tonight" — CPO R. E. Carver (H.M.S. Daedalus), awarded £150 voucher donated by De Vere Ltd.; 2, "Mountain Patrol" — CPO J. Drew (DCG R.M.), £100 cheque, Ilford Ltd.  
All prizewinners also receive a year's subscription to Practical Photography, donated by the magazine, and a year's subscription to Industrial and Commercial Photographer, donated by that magazine.

# PEOPLE IN THE NEWS

## Looks familiar

If you want to get a head like this in the Navy, you need to know the right person — a sculptor.

Capt. JEREMY LARKEN, Captain of the Third Submarine Squadron at Faslane, knows just such a man, and this was the result. The Capt. Larken head was sculpted by Cdr. ROGER VENABLES, commanding officer of the nuclear missile submarine H.M.S. Resolution. He finished it before going on patrol and completed the casting when he returned.



## IN FATHER'S FOOTSTEPS

Following in father's footsteps is JACA NEIL CLARKE, training at the R.N. Supply and Secretariat School, H.M.S. Pembroke — where Dad, CPOCK RAYMOND CLARKE has been serving for two years.

Raymond has also served in H.M. ships Aiblon, Phoebe, Cleopatra and Ulster. During his career he has cooked for many famous people including members of the Royal Family and Presidents Johnson and Nixon.

## The ship that gave her name to George

Many ships have been named after men, but not many men can claim to have been named after a ship. One of them is the licensee of the Pinewood Tavern, Welshpool — Mr Berwick Rees.

Mr Rees's Uncle George was lost with the cruiser H.M.S. Berwick in the Second World War, so in his memory his nephew was christened George Berwick. A sailor from the present H.M.S. Berwick, LCA MARTIN JONES of Welshpool, heard of the link when he visited the pub, and passed the intelligence on to his commanding officer, Cdr. J. G. TOLHURST.

Such an unusual link called for special recognition, so Mr Rees was presented with a ship's crest brought personally from Devonport by Cdr. Tolhurst.



## DOG-GONE CHEEK!

Dougall the spaniel is back in the arms of his owner after a rather unmagical roundabout trip involving two escaped prisoners.

Dougall's shaggy dog story began when his master, Lieut. ERNEST LORD, left him napping in the back of his car outside the R.N. Patrol Headquarters, H.M.S. Osprey.

Who should come along but two escaped inmates of Verne Prison, Portland on the lookout

for transport to further their getaway. And they chose Lieut. Lord's car, with sedentary Cavalier King Charles Spaniel to match.

Lieut. Lord, being more concerned for the family pet than the family car, was delighted and relieved when Dougall was recovered. The canine aristocrat was pining, but none the worse for wear, when the badly damaged car was found by the police near Gloucester.

## PEN PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Kath (44), single, 4ft. 10in., brown hair, grey-green eyes, Plymouth.  
Lesley (38), divorced, 5ft. 4in., brown hair, grey eyes, three children, Bognor Regis.  
Mandie (15), 5ft. 7in., blonde hair, hazel eyes, Selby, Yorks.  
Janette (18), single, 5ft. 1in., brown hair, N. Ireland.  
Linda (29), single, 5ft. 5in., brown hair, blue eyes, Barking, Essex.  
Sharon (18), single, 5ft. 7in., brown hair, blue eyes, Ramsgate, Kent.  
Pat (32), divorced, 5ft. 2in., auburn hair, three children, Wolverhampton.  
Gwendoline (43), divorced, 5ft. 5in., brown hair, blue eyes, three sons, Gloucester.  
Gloria (26), single, 5ft. 1in., blonde hair, hazel eyes, London.  
Anne (19), single, 5ft. 10in., brown hair,

green eyes, Bournemouth.  
Angie (20), single, 5ft. 6in., auburn hair, blue eyes, Walsall.  
June (41), widow, 5ft. 4in., brown hair, blue eyes, Hawkhurst, Kent.  
Susan (16), 5ft. 5in., brown hair, blue eyes, Greenford, Mddx.  
Sally (25), single, 5ft. 7in., brown hair, Havant, Hants.  
Julie (16), 5ft. 4in., auburn hair, blue eyes, Stafford.  
Christine (17), single, 5ft. 3in., fair hair, green eyes, New Milton, Hants.  
Pamela (39), widow, 5ft. 3in., brown hair, blue-grey eyes, London.  
Sandy (17), single, 5ft. 5in., blonde hair, blue eyes, Seaford, Sussex.  
Sharon O. (18), single, 5ft. 6in., brown hair, hazel eyes, Ramsgate, Kent.  
Sylvia (42), divorced, 5ft. 4in., fair hair, green eyes, Gloucester.  
Julia (17), single, 5ft. 4in., brown hair, brown eyes, Bristol.  
Karen (16), 5ft. 6in., blonde hair, blue-green eyes, Huddersfield, Yorks.  
Sandy (23), separated, 5ft. 4in., brown hair, brown eyes, two children, Yeovil, Somerset.  
Stella (32), single, 5ft. 5in., brown hair, green eyes, Canvey Island, Essex.  
Jean (41), single, 5ft. 8in., red hair, blue eyes, Consett, Co. Durham.  
Lesley (34), divorced, 5ft. 6in., fair hair, blue-grey eyes, Birmingham.  
Debbie (17), single, brown hair, blue eyes, London.  
Debra (17), single, 5ft. 3in., blonde hair, green eyes, Stoke-on-Trent.  
Rosanne (16), 5ft. 3in., blonde hair, green eyes, Stourport-on-Severn, Worcs.  
Karen (21), single, 5ft. 6in., brown hair,

Portsmouth.  
Julie (16), 5ft. 6in., dark hair, blue eyes, Guernsey.  
Amanda (17), single, 5ft. 2in., blonde hair, green eyes, Hull.  
Sandy (19), single, brown hair, brown eyes, Southampton.  
Carole Ann (17), single, 5ft. 3in., brown hair, blue-grey eyes, Hull.  
Sheila (23), single, 5ft. 3in., brown hair, hazel eyes, Burton-on-Trent.  
Tracey (15), 5ft. 2in., brown hair, grey eyes, Drybrook, Glos.  
Lynsey (25), divorced, 5ft., brown hair, blue eyes (suffers from spina bifida), Chester.  
Amanda (18), single, 5ft. 6in., blonde hair, blue eyes, Coventry.  
Shelley (15), 5ft. 4in., brown hair, blue eyes, Wellington, New Zealand.  
Jan (19), single, 5ft. 2in., black hair, green eyes, Camberley, Surrey.  
Tracy (16), 5ft., brown hair, blue eyes, Nuneaton, Warwickshire.  
Fiona (15), 5ft. 5in., blonde hair, grey-blue eyes, Wellington, New Zealand.  
Jackie (20), single, 5ft. 2in., ginger hair, blue eyes, Camberley, Surrey.  
Judith (24), single, 5ft. 10in., brown hair, brown eyes, Gosport, Hants.  
Jane (25), divorced, 5ft. 2in., brown hair, brown eyes, two daughters, Plymouth.  
Joy-Ann (20), single, 5ft. 8in., auburn hair, green eyes, Birmingham.  
Mandy (22), single, 5ft. 3in., brown hair, grey-green eyes, London.  
Christine (32), divorced, 5ft., blonde hair, one son (9), London.  
Lynette (17), single, 5ft. 2in., brown hair, blue eyes, Cardiff.  
Caroline (17), single, 5ft., brown hair,

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## Wren at sea

Second Officer ROSALIND BRAYFIELD is the first W.R.N.S. officer to take to the high seas on a Merchant Navy liaison voyage — a role previously undertaken solely by Royal Naval officers.

The purpose of the three-week trip in the Canadian Pacific ship CP Trader, was to promote a better understanding between the Merchant Navy and the Royal Navy.

Second Officer Brayfield entered the W.R.N.S. in 1972, and is the Executive Officer's assistant at H.M.S. Osprey, the R.N. air station at Portland. She is pictured here with Chief Engineer David Doughty.



## This could be the start of something big

Starting up the Historic Flight's Swordfish at air displays is usually a job for two beefy lads swinging on the starting handle. Which is why the Flight, based at R.N. air station Yeovilton, proudly records that on December 10 one mere slip of a girl — LWren JILL COOK — carried out a solo start and walked away without even a puff. It could be the first ever solo start by a female, unless anyone knows better!

Picture: LWren (Phot) E. M. Todd.

## Captains of the gun . . .

Seven of the eight captains who have commanded H.M.S. Blake sponged out the 6in. turret after the ship's final firing off Portsmouth on December 6. The Blake was on her way into Portsmouth to pay off.

From left to right are Capt. D. J. MACKENZIE, the Blake's last captain, and now in command of H.M.S. Hermes; Vice-Admiral SIR DAVID CLUTTERBUCK, the ship's first commanding officer; Capt. D. M. ECKERSLEY-MASLIN; Rear-Admiral P. G. M. HERBERT, now Flag Officer Third Flotilla; Capt. H. B. PARKER; Capt. R. F. PLUGGE R.N. (retd.); and Capt. R. D. BUTT R.N. (retd.). Capt. B. M. TOBEY R.N. (retd.) was not present.



hazel eyes, Cardiff.  
Vivienne (18), single, 5ft. 8in., brown hair, blue eyes, Newbury, Berks.  
Jenny (22), single, 5ft. 4in., blonde hair, blue eyes, Hindhead, Surrey.  
Sarah (16), 5ft. 1in., fair hair, blue eyes, Upton St Leonards, Glos.  
Anne (26), single, 5ft. 6in., brown hair, Tetbury, Glos.  
Lesley (15), 5ft. 2in., brown hair, blue eyes, Liverpool.  
Joyce (37), divorced, 5ft. 8in., brown hair, blue eyes, three children, Tredegar, Gwent.  
Arlene (16), 5ft. 3in., brown hair, London.  
Mrs. H. (44), divorced, 5ft. 8in., brown hair, brown eyes, three children, Wellingborough, Northants.  
Christine (18), single, 5ft. 1in., brown hair, brown eyes, Huntingdon, Cambs.  
Maureen (20), single, 5ft. 4in., brown hair, blue eyes, Wirral, Merseyside.  
Shirley (16), blonde hair, blue eyes, Carlisle, Cumbria.  
Pat (44), widow, 5ft. 2in., grey-green eyes, Dorset.  
Hazel (25), single, 5ft. 5in., brown hair, blue eyes, one daughter, Newport, Isle of Wight.  
Joyce (44), widow, 5ft. 7in., brown hair, brown eyes, Tyne and Wear.  
Teresa (15), 5ft. 6in., blonde hair, blue eyes, Cheltenham, Glos.  
Carol (25), separated, 5ft., brown hair, blue eyes, Corsham, Wilts.  
Karen (15), 5ft. 4in., brown hair, blue eyes, London.  
Stephanie (28), single, 5ft. 7in., black hair, brown eyes, Glasgow.  
Mandy D. (15), 5ft. 2in., brown hair,

brown eyes, London.  
Diane (34), widow, 5ft. 3in., brown hair, blue eyes, four children, Leicestershire.  
Christine R. (20), single, 5ft. 2in., brown hair, blue eyes, East Ham, London.  
Deb (20), single, 5ft. 2in., brown hair, hazel eyes, Cheverley, Suffolk.  
Michaela (16), 5ft. 2in., brown hair, brown eyes, Cheltenham, Glos.  
Carol (17), single, blonde hair, blue-green eyes, Widnes, Cheshire.  
Dee (48), divorced, 5ft. 5in., brown hair, brown eyes, Swansea, Glam.  
Dianne (25), single, 5ft. 2in., fair hair, Gravesend, Kent.  
Mandy (17), single, 5ft. 3in., brown hair, hazel eyes, Stamford, Lincs.  
Sandra (19), single, 5ft. 6in., brown hair, Zunch, Switzerland.  
Marilyn (18), single, 5ft., brown hair, hazel eyes, Salford, Gt. Manchester.  
Doreen (33), separated, 5ft. 6in., brown hair, two children, Milton Keynes.  
Della (45), widow, 4ft. 10in., brown hair, Milton Keynes.  
Karen (16), 5ft. 5in., brown hair, brown eyes, Melbourne, Australia.  
Yvette (18), single, 5ft. 2in., dark hair, brown eyes, Guernsey.  
Cathy (21), single, brown hair, hazel eyes, Bootle, Merseyside.  
Alison (28), single, blonde hair, Wellingborough, Northants.  
Shelley (18), single, 5ft. 8in., brown hair, brown eyes, Upton St Leonards, Glos.  
Karen (18), single, 5ft., brown hair, brown eyes, Sheffield.  
Maureen (20), single, 5ft. 4in., brown hair, hazel eyes, Liverpool.  
Marilyn (30), divorced, 5ft. 2in., dark hair, blue eyes, two children, Southsea,

Hants.  
Lynn (30), divorced, brown hair, blue eyes, two children, Southsea, Hants.  
Tiffany (23), single, blonde hair, blue eyes, Harworth, Mdx.  
Helen (17), single, 5ft. 6in., brown hair, blue eyes, Halesowen, W. Midlands.  
Julie (20), single, 5ft. 6in., brown hair, hazel eyes, Looe, Cornwall.  
JoAnn (37), single, 5ft. 3in., black hair, brown eyes, South Dakota, U.S.A.  
Maureen (17), single, 5ft. 4in., auburn hair, green eyes, London.  
Tracey (18), single, 5ft. 9in., blonde hair, hazel eyes, Chelmsford, Essex.  
Julie (17), single, black hair, green eyes, Grimsby, S. Humberside.  
Lynne (18), single, 5ft. 5in., brown hair, green eyes, Grimsby, S. Humberside.  
Elaine (41), divorced, 5ft. 10in., dark hair, grey-green eyes, Milton Keynes.  
Christine B. (21), single, 5ft. 5in., brown hair, green eyes, London.  
Carol (25), single, 5ft. 2in., brown hair, Spalding, Lincs.  
Michelle (17), single, 5ft. 5in., brown hair, blue eyes, Chaddesden, Derby.  
Debbie (18), single, 5ft. 6in., blonde hair, blue eyes, Chaddesden, Derby.  
Cheryl (21), single, 5ft. 1in., black hair, brown eyes, Chaddesden, Derby.  
Susan (20), single, 5ft. 4in., fair hair, blue eyes, Watford, Herts.  
Lee (44), divorced, 5ft. 9in., brown hair, brown eyes, one daughter, Havant, Hants.  
Catherine (16), 5ft. 4in., brown hair, green eyes, Chaddesden, Derby.  
Miss S. (16), 5ft. 4in., brown hair, brown eyes, Barnsley, Yorks.  
Lynn (16), fair hair, blue eyes, Nottingham.

Marion (23), separated, 5ft. 8in., brown hair, blue eyes, one son, Plymouth.  
Sandra (33), separated, 5ft. 3in., auburn hair, green eyes, one daughter (7), Aberdeen.  
Wendy (24), single, 5ft. 3in., brown hair, brown eyes, Chesterfield, Derbyshire.  
Patricia (52), widow, 5ft. 7in., brown hair, brown eyes, Liverpool.  
Louise (28), divorced, 5ft. 3in., fair hair, brown eyes, two children, Birkenhead.  
Pat L. (30), single, 5ft. 6in., brown hair, green eyes, Poole, Dorset.  
Angelina (19), single, 5ft. 5in., blonde hair, green eyes, Blackburn, Lancs.  
Margaret (18), single, 5ft. 4in., brown hair, blue eyes, Flint, Clwyd.  
Sue (23), single, dark hair, Shipley, Yorks.  
Linda (31), divorced, 5ft. 2in., brown hair, brown eyes, Birmingham.  
Nicky (19), single, 5ft. 4in., brown hair, brown eyes, Poole, Dorset.  
Mandy (19), single, 5ft. 5in., brown hair, blue-green eyes, Bournemouth.  
Fiona (18), single, 5ft. 4in., brown hair, green eyes, Orpington, Kent.  
Karen (21), single, 5ft. 6in., dark hair, brown eyes, Hayes, Mdx.  
Allison (17), single, brown hair, brown eyes, Coventry.  
Amanda (17), single, 5ft. 6in., brown hair, hazel eyes, Orpington, Kent.  
Marion (49), separated, 5ft. 2in., brunette, Birmingham.  
Jocelyn (25), single, 5ft. 3in., brown hair, grey-green eyes, Poole, Dorset.  
Valmai (37), single, 5ft. 5in., dark hair, brown eyes, Port Talbot, West Glam.  
Susan (16), 5ft. 4in., brown hair, blue eyes, Eltham, London.

Julia (26), divorced, 5ft. 4in., brown hair, hazel eyes, two children, Folkestone, Kent.  
Sarah (16), 5ft. 7in., fair hair, green eyes, Letchworth, Herts.  
Dessiree (22), single, 5ft. 6in., blonde hair, blue eyes, London.  
Julia (25), single, 5ft. 2in., brown hair, blue eyes, Slough, Berks.  
Lesley-Ann (26), single, 5ft. 4in., brown hair, green eyes, London.  
Sue (16), 5ft. 4in., brown hair, blue eyes, New Milton, Hants.  
Stephanie (16), 5ft. 4in., brown hair, blue eyes, London.  
Clare (16), 5ft. 7in., brown hair, green eyes, Burton-on-Trent, Staffs.  
Lynne (34), divorced, 5ft. 5in., fair hair, blue eyes, two children, Edinburgh.  
Carol (18), single, 5ft. 4in., brown hair, hazel eyes, Glasgow.  
Emma (25), single, 5ft. 4in., brown hair, blue-green eyes, one daughter, Portsmouth.  
Maria (19), single, 5ft. 5in., brown hair, brown eyes, Portsmouth.

Ruth (29), divorced, 5ft. 6in., brown hair, hazel eyes, Sidcup, Kent.  
June (23), single, 5ft. 5in., brown hair, blue eyes, Fleetwood, Lancs.  
Lorraine (20), single, 5ft. 4in., black hair, blue eyes, Fleetwood, Lancs.  
Chris (26), single, blonde hair, blue eyes, Brussels, Belgium.  
Julie (23), single, 5ft. 6in., brown hair, brown eyes, Potters Bar, Herts.  
Nicola (16), 5ft. 8in., brown hair, blue eyes, Kidderminster, Worcs.  
Carol (21), single, 5ft. 4in., fair hair, blue eyes, Stanford-le-Hope, Essex.  
Barbara (45), divorced, brown hair, brown eyes, Warrington, Cheshire.

## Award for a busy man

Lieut.-Cdr. PETER FULTON, R.N.R., who is attached to the South Wales Division R.N.R., has received the Mayor of Islwyn's award for services to the community.

Lieut.-Cdr. Fulton served 14 years in the Royal Navy before joining the R.N.R. in 1956. His remarkably active life includes founding the local highly successful Blackwood Amateur Radio Society, writing handbooks for the R.N.L.I. and Royal Yachting Association, and acting as a voluntary repairer for the local Talking Book for the Blind organisation.

His R.N.R. communications centre at Swansea has won the Mountbatten Wireless Award four times as the most successful and efficient R.N.R. communications training centre in the country.

### INSPECTOR

He is also an honorary Inspector of Lifeboats (Communications).

Lieut.-Cdr. Fulton designed and fitted out two R.N.L.I. mobile training units at his home, and trains lifeboat crews in radio communications at Atlantic College.

He received the Reserve Decoration in 1968, a bar to the R.D. ten years later, and was made an M.B.E. in the 1978 New Year Honours List.

## Good as gold

LWren KAREN FINDEN, serving in the pay office in H.M.S. Dauntless, has been presented with a Duke of Edinburgh Gold Award at Buckingham Palace by Prince Philip.

Karen started work on her award while she was serving in H.M.S. Heron. She took up teaching at an Adult Literacy Centre at Reading Technical College, helped children at a Y.M.C.A., made toys, completed a Design for Living Course, and went on adventure training.

## Watch the birdie . . .

LS(R) GERALD CORBETT, serving in H.M.S. Dryad, has been awarded the Licentiate of the Royal Photographic Society of Great Britain. To gain his LRPS he submitted a selection of natural history transparencies to the Royal Photographic Society.

Gerald has been selected to become a full-time naval photographer as soon as he can be released from his branch.

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THE METROPOLITAN POLICE



"Extended Service? You ...? Do you really think you're up to it, dear?"

# A Special bulletin

An Extended Service engagement is a form of continuance in Service (or re-entry in some cases) which is normally signed after completing time for pension to serve for a specified number of years in a particular shore billet.

It should not be confused with an Extension of Service of a current Active Service engagement, for example, Fifth Five or S61 extension for up to two years.

Billets which are considered suitable for Extended Service ratings are known as Special Billets. They are approved by the Ministry of Defence on the grounds of the need for the occupant to provide either continuity or a special expertise.

The numbers of Special Billets are kept under careful control by the MOD, in order not to restrict Active Service ratings' chances of shore service in attractive geographical areas.

Extended Service has replaced the old NCS and T100 engagements, and any rating on one of these old engagements

In response to a number of queries on the subject of Extended Service, H.M.S. Centurion has prepared the following article detailing the scheme's main points.

may transfer to an Extended Service engagement if he so wishes (DCI (RN) 586/79 refers).

Extended Service ratings are paid the Career Rates of pay, but are not entitled to certain allowances such as Separation Pay, Separation Warrants, Submarine Pay, BSA (unless already in issue when re-engaging without break). Pensions are not payable during Extended Service, but such service counts towards an increased pension on final retirement.

## HEALTH

An Extended Service rating in a Special Billet can normally expect to remain in that billet until the age of 55, subject to health, conduct and efficiency. If the billet were to lapse for whatever reason, every effort would be made to offer its ES occupant a similar job in the same area.

In addition to filling Special Billets a limited number of rat-

ings may be re-engaged on Extended Service for three, four, or five years to fill those Active Service Billets which it is known would otherwise have remained empty because of shortages. Again, careful control is exercised.

A list is kept in H.M.S. Centurion of all those ratings (and ex-ratings) who are volunteers for Extended Service. When a vacancy occurs, the names of suitable individuals, either ex-ratings or those due to leave the Service in the near future, are forwarded to the establishment concerned, who will interview, select and arrange the re-engagement / re-entry of the chosen rating. The names of unsuccessful candidates are kept on file for consideration for future vacancies.

So far 134 ES men have been recruited (this does not include ex NCS / T100 men) and they are filling Special Billets mostly in the Portsmouth area (Colling-

wood, Sultan, Daedalus, Dolphin and S.M.A. provide the bulk). Fifty Special Billets are currently empty around the country. Details of these vacant billets are given in this paper each month (see below). In addition 95 ES men are filling Active Service billets on a three, four, or five year basis.

## SHORTAGES

In the recent past, apart from a very few categories, there have been few manning problems in the Fleet Air Arm. However, their manpower requirement has now started to increase steadily and some shortages are beginning to appear — particularly among Artificers and Mechanicians.

In the FAA therefore the Extended Service Scheme is being used not so much to prop up undermanned categories but more to build up a bank of Artificer / Mechanician expertise with a view to offsetting the

impact of forecast shortages in the early '80s.

Accordingly, Extended Service men are now being taken on, additional to Block Draft Complements if necessary, where they are poised ready to fill suitable Active Service billets as gaps appear.

The whole process is being carefully monitored to ensure that the requirements of Active Service men returning from sea (particularly in terms of both preference area and job quality) are not degraded.

More details of the Extended Service Scheme are given in DCI (RN) 655/78, as amended by DCI (RN) 55/79. DCI (RN) 414/79 also gives details of ten-year guaranteed engagements for Artificers and Mechanicians in less popular areas, and of a 'half and half' engagement — five years' Active Service, followed by five years' Extended Service.

Listed below are the Extended Service billets currently vacant. One billet is available in each case, except where stated.

## ES BILLETS

Captain SM1: MEA1(P) (2). H.M.S. Collingwood: WEA1/REA1 (2); WEA1/OEA1 (5). H.M.S. Daedalus AES: AA1 (AE); CREL (A). H.M.S. Daedalus MARTSU: AA1 (AE) (4). H.M.S. Daedalus MATEC: REA1 (A). H.M.S. Dryad: CPO OPS (EW). FMB Devonport SMMU: MEA1/2 (personnel maintenance). FMB Devonport: WEA1/OEA1. FOST (FMB Portland): WEA1/OEA1. WEA1/REA1. WEA1/CEA1. H.M.S. Neptune NT: MEA1 (P) (6). WEA1/CEA1(SM); WEA1/OEA1 (SM); WEA1/REA1 (SM). H.M.S. Nelson: CMEA(P). Royal Brunei Malay Regiment: WEA1/OEA1. SMA/RS. Portsmouth: CWEA/CEA; WEA / CEA / COEL / POEL. RNR Clyde: CPO OPS (M). RNR Tay: CMEM (M). University RNR Unit Liverpool: CPO (Sea). ACHAN / EASTLAN: PO(R). H.M.S. Heron: CPO(AH) (may be any FAA CPO, community centres) (2). H.M.S. Raleigh: PO(MW).

## POINTS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during December.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Dry, Nil; LS(EW) LRO(W) — Dry, Nil; PO(M) — Dry, 4; LS(R) — Dry, 12; PO(R) — Int (6.8.79); 12; LS(R) — Dry, 12; PO(S) — Dry, 2; LS(S) — Dry, 3; PO(D) — Dry, Nil; LS(D) — Dry, 3; PO(MW) — Dry, 3; LS(MW) — Dry, 4; PO(SR) — Dry, Nil; LS(SR) — Dry, 1; POPT — Int (10.10.78); 1; RPO — 222; 2; RS — 228; 3; LRO(G) — Dry, 1; CY — 84; 2; LRO(T) — Int (11.9.79); 9; PO(SYSM) — Dry, 1; S(SYSM) — Dry, Nil; PO(TSYSM) — Dry, Nil; LS(TSYSM) — Dry, 1; RS(SM) — Int (14.6.77); Nil; LRO(SM) — Dry, Nil; PO(UW)SM — Int (23.2.78); 1; LS(UW)SM — Dry, Nil.

POEM(M) — Dry, 8; LMEN(M) — Dry, 29; POEM(L) — Dry, 4; LMEN(L) — Dry, 19; POEM(O) — Dry, 8; LMEN(O) — Dry, 11; POEM(R) — Dry, 5; LMEN(R) — Dry, 9; POWTR — Int (14.6.78); 7; LWTR — Dry, 6; POSA — 198; 4; LSA — Int (2.8.78); 16; POCA — Dry, 2; LCA — Int (2.10.78); 16; POCK — 449; 1; LCK — Int, 3; POSTD — 208; 3; LSTD — Int (15.11.78); 13; POMA — Int (20.6.78); 8; LMA — Int (6.9.77); 10; POAF/POAM(AE) — 149; 8; LAM(AE) — Int (4.10.77); 18; POEL(A) — 107; 3; LEM(A) — Int (1.6.77); 6; POEL(A) — Int (5.5.78); 3; LREM(A) — Int (28.4.78); 7; POEL(AW) — Dry, 1; LWEM(AW) — Int (7.7.78); 8; POA(AH) — Int (5.10.78); Nil; LA(AH) — Int (21.11.78); 4; POA(SE) — 565; Nil; LA(SE) — Int (30.6.78); 2; POA(PHOT) — 300; Nil; POA(MET) — 211; Nil; POACMN — Int (20.7.78); 3.

POWREN(AE) — Dry, Nil; LWREN AM — 158; 1; POWREN CK — Int (19.7.78); 1; LWREN CK — Dry, 1; LWREN TEL — Int (13.6.76); 1; POWREN DSA — Int (16.6.78); Nil; LWREN DSA — Int (18.11.77); 2; POWREN MET — Int (4.11.77); 1; LWREN MET — Int (3.2.78); Nil; POWREN PHOT — 308; Nil; LWREN PHOT — Int (4.10.77); Nil; POWREN (R) — Int (17.11.77); Nil; LWREN (R) — 68; Nil; POWREN RS — Int (27.3.79); 1; LWREN RO — 81; 4; POWREN STD G — 376; Nil; LWREN STD G — Dry, Nil; POWREN STD O — Int (22.5.79); Nil; LWREN STD O — Int (14.6.78); 3; POWREN SA — Int (3.5.79); 3; LWREN SA — Int (6.12.78); 3; POWREN TSA — Dry, 2; LWREN TSA — Int (6.7.77); 2; POWREN WA — Int (11.12.78); Nil; LWREN WA — Int (19.6.77); Nil; LWREN WTR G — Int (9.8.77); 5; POWREN WTR P — Int (6.3.78); Nil; LWREN WTR P — Int (6.6.78); 2; LWREN WTR S — Dry, Nil; POWREN OH — Int (18.11.77); Nil; POWREN REG — Dry, 1; POWREN PT — Dry, Nil.

# Around the world — twice!

H.M.S. Pollington celebrated her 50,000th mile since commissioning in February, 1978, with a special cake baked by the ship's cook, LCK Roddy Spence.

The Ton class vessel is a member of the Fishery Protection Squadron based at Rosyth and most of that 50,000 miles — the equivalent of twice around the equator — has been spent policing the U.K. fishery limits.

LCK Spence and the commanding officer, Lieut.-Cdr. R. V. Lake, hold the cake as it is cut by the youngest member of the ship's company, SEA Andrew Mann.

Picture: PO(Phot) Mick Cunningham.



## OFFICER PROMOTIONS

Provisional half-yearly selections for promotion from June 30, 1980 are as follows:-

**SEAMAN:** To captain — A. N. A. Macdonald, R. J. Northard, J. C. Appleyard-List, D. A. Borrowman, J. F. S. Trinder, A. M. D. Milne-Horne, C. H. D. Cooke-Priest, J. J. R. Tod, R. Trussell, M. G. T. Harris, A. B. Richardson.

**To commander** — D. A. Scott, P. J. W. Stevens, F. S. Worthington, H. A. E. Powlett, T. J. Norman-Walker, T. A. Allen, W. M. Caswell, D. M. A. Howard, I. G. Cochrane, J. G. F. Cooke, J. L. Cowan, A. N. Law, P. D. Ambrose, R. Howell, C. B. York, R. F. Edmonds, J. R. Jameson, M. L. Ladd, G. D. B. Robinson, N. Westberg, P. Branscombe, C. T. Langdon, J. F. Perowne, A. W. J. West.

**ENGINEERING:** To captain — R. G. Treglow, D. L. Phillips, R. D. Sinclair, J. L. Williams, D. M. Oddie, B. V. Woodford. To commander — R. M. P. Manson, M. D. Hegworth, G. H. D. Bradburn, J. Airey, F. S. Evans, J. W. Beatty, J. E. Bowers, K. K. Stratton-Brown, C. C. Walker, D. C. Rowley, D. A. Patrick, I. K. Anderson, W. R. McLaren, J. Gozzard, R. S. Langton, M. T. Smith, S. M. Tickner, K. F. Read, D. J. Burns.

**SUPPLY & SECRETARIAT:** To captain — M. H. Gilbert, R. J. Wright, N. C. Baird-Murray. To commander — P. R. J. Perraton, H. A. Diver, M. I. Redman, I. Corsie, D. R. S. Lewis, A. E. Slater.

**INSTRUCTOR:** To captain — C. J. Howard, C. J. G. Young. To commander — R. F. Lovett, M. J. R. Nestor, R. T. Lane, G. C. Warner.

**MEDICAL:** To surgeon captain — J. M. Young, M. Hatfield.

**To surgeon commander** — R. D. Curr, A. P. Steele-Perkins, G. Smith, N. B. Hopkin. **DENTAL:** To surgeon commander (D) — I. L. Kelly.

**ROYAL MARINES:** To colonel — A. B. Hatfield, H. Y. La R. Beverley. To lieutenant-colonel — P. A. C. Howgill, M. P. J. Hunt, J. H. Fisher.

**To major** — A. T. Williams, P. R. Lamb, M. L. A. MacLeod, B. L. Carter, G. J. O. Wells-Cole, H. T. G. Tucker, J. J. Thomson.

**ROYAL NAVAL RESERVE**

The following promotions have been made to date December 31, 1979:-

**SEAMAN:** To commander — J. M. Irvine, C. M. Lloyd, E. Jones, P. A. Woods, J. D. P. Thomas.

**MECHANICAL ENGINEERING:** To commander — R. K. Sard.

**COMMUNICATIONS:** To captain — G. N. L. Melville-Mason.

**To commander** — P. R. Watters. **NAVAL CONTROL OF SHIPPING:** To commander — A. J. Bull. **MEDICAL:** To surgeon captain — D. S. Munro. To surgeon commander — J. R. N. Curt. **WOMEN'S ROYAL NAVAL RESERVE** To first officer — E. M. Bryson.

The following ratings have been selected for promotion to commissioned rank on February 18, 1980:-

**To acting sub-lieutenant (E) (ME):** J. W. Bailey, M. A. Baker, T. F. Elliott, R. G. Howard, J. Kirk, P. Plummer, D. H. Rodgers, N. B. Stefanie, and C. R. Walsh.

**To acting sub-lieutenant (E) (MESM):** B. Jackson, J. B. O'Connell-Davidson, G. A. Radke, T. J. Roberts, and P. G. Tiller.

**To acting sub-lieutenant (E) (HULL):** B. R. Bamforth, N. J. Bonnett, and T. G. Jones.

The target numbers for promotion to acting sub-lieutenant (E) (ME) and (E) (HULL) were not met. Details in DCI (RN) 782.

## PROMOTIONS TO CHIEF

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:-

### REGULATING BRANCH

**To MAA** — C. T. Budden (Inskip W/T), G. F. Cockie (Devonport FMB), S. Bell (President), K. Walton (Tenacity), C. C. Locke (Raleigh).

**To CWRENREG** — C. A. Pridmore (Dolphin).

### COMMUNICATIONS

**To CRS** — J. A. Martin (Drake), J. W. Granville (CINCFLEET Northwood), M. J. White (Dido), R. L. Oakes (Drake). **To CCY** — J. Ward (BRNC Dartmouth), K. A. Kavanagh (Birmingham), C. J. Howell (RNR Severn), M. A. Wade (Mercury), A. J. Barry (Plymouth Seamanship School), A. Waugh (CINCFLEET Northwood), W. R. Gibbs (Dryad), R. W. Edgar (FOF3), T. Doak (FOSNI), S. L. Aldridge (Mercury), W. R. Alexander (Aurora), D. J. Stanwick (Berwick), P. J. Croucher (Hermes), R. F. Croucher (AFNORTH).

**To CRS(W) / CPO(OPS)(EW)** — D. A. Croxall (Dryad), R. C. King (Raleigh), J. J. Gallaicher (BRNC Dartmouth), D. R. Stephens (BRNC Dartmouth), C. S. Mayall (Dryad), P. W. Hammond (Euryalus).

**To CCT** — A. E. Yallop (SCU Leydene), R. J. Wakefield (RNU Tangmere), E. C. Clapp (SCU Leydene), B. Mallinson (RNU Tangmere), G. C. Allen (RAF Gatow).

### MEDICAL

**To CPOMA** — P. P. Noble (FMB Devonport), M. D. Chapman (RNH Plymouth), R. J. Harley (Nelson), A. Smyth (Scotport), J. R. Lyolett (Diomedes), J. J. Knowles (RNH Haslar), J. R. Smith (Cdo Log Reg), D. Webster (Excellent), J. S. Lumley (Nelson), G. L. Munday (Sheffield), P. D. Howes (41 Cdo RM), R. G. Stewart (RNH Gibraltar), E. I. Larsson (Coventry), D. Laing (RNH Haslar), J. C. Cochrane (Kent), M. L. Sargeant (Nelson), S. S. Tuff (Collingwood), J. Lacey (Cdo Log Reg), A. I. Hewlett (Conqueror), S. M. Parker (Bristol), A. Kirk (Abdial).

### OPERATIONS (SEAMAN GROUP)

**To CPO(OPS)(M)** — A. Slater (Eskimo), G. H. Till (Amazon), B. Lambert (Cambridge), R. V. Belcher (Dryad), B. A. Moore (Hermes), S. W. Thompson (Dryad), K. Hayman (Euryalus), R. T. Searle (Collingwood), J. G. MacDonald (Cardiff), R. M. Duncan (Captain of Port Portsmouth), M. D. Spraggs (Torquay), T. R. Francis (Drake), R. R. Groom (Coventry), R. G. McGuire (ASWE), A. Dickson (Glasgow), J. L. Kilian (Falmouth), R. Saunders (Birmingham), C. Morgan (Diomedes), C. A. Shill (Ambuscade), M. Nicol (Neptune), T. J. Edwards (Arethusa), J. Kay (Argonaut), P. R. Fisher (Nelson), E. Pape (Excellent), A. M. Noakes (Lowestoft), P. Ridgway (Cambridge).

The following ratings will be promoted to CPO(S) unless recommended and willing to transfer to Missile:-

D. J. Collin (File), R. I. Beales (Juno), P. Taylor (Caledonia), J. MacKechie (Berwick).

**To CPO(OPS)(R)** — L. A. Wollington (Dryad), S. Watt (Dryad), P. Bridge (Sirius), D. B. Crothers (Osprey), M. J. Hubbard (Dryad), T. W. Keeble (Eskimo), B. R. Elms (Devonport FMB), P. S. Danbury (Endurance), J. J. Shine (Ardent), M. T. Cornwall (Ashanti), P. R. Lewis (BRNC Dartmouth), D. H. Morall (Brighton), T. F. Bennett (Antrim), R. J. Thomas (Bulwark), G. A. Eccles (Euryalus), J. E. Folan (Intrepid), R. L. Forrester (FO Medway), W. A. Wright (Falmouth), G. Frost (Bacchante), J. Murphy (Bulwark).

**To CPO(SEA)** — F. W. Shelley (Pembroke), D. Scarr (Cochrane), N. Jones (Raleigh), H. J. Michels (Sabre).

**To CPO(SR)** — A. T. Risdon (Egeria). **To CPO(D)** — R. J. Oulds (Kirkistoun), M. J. Crang (Portsmouth CD Team), F. J. Wilson (Maxton).

**To CPO(MW)** — D. J. Young (MCMi), I. S. Laidlaw (RNR Clyde).

**To CPO(COXN)(SM)** — W. Dobson (Revenge Stbd), T. Murray (Courageous), T. W. Sidebottom (Porpoise), M. S. Hubner (Onyx), G. W. Blackmore (Dolphin), G. E. Atkins (Orpheus), L. N. Robinson (Odin), R. Harrison (Spartan).

### TO CPO(OPS)(S)(SM) — B. N. Lincoln

(Dolphin). **To CPO(OPS)(T)** — W. L. McNeil (FOSM), P. R. Hawson (Neptune), M. W. Pitkeathly (Neptune), A. P. Pepper (Neptune), A. R. Fitton (Neptune), S. J. Boyd (Repulse Stbd), J. Myers (Repulse Stbd).

**To CWREN(R)** — M. M. Lowndes (Dryad), I. M. Whiter (Dryad).

### PHYSICAL TRAINING AND RECREATION

**To CPOPT** — T. O. Lowndes (Temeraire), M. J. Cheetham (BRNC Dartmouth), C. Bate (BRNC Dartmouth), G. R. Osborne (Daedalus).

### MARINE ENGINEERING

**To CMEM(L)** — K. E. Wilmott (Cochrane), T. G. Mortlock (FMB Devonport), A. J. Wilkins (Eskimo), M. B. Hurst (Sultan), G. G. Beach (Ambuscade), B. G. Thomas (Excellent), D. G. Saxby (Dolphin), D. W. Peat (Torquay).

### WEAPON ENGINEERING

**To CWEM(O)** — F. L. Hutchinson (Falmouth), D. G. Knox (Hermes), J. Ringland (Blake), A. C. Weir (Ocelot), H. A. Phelps (Oracle), A. Marshall (Kent), G. A. Notley (Collingwood), K. Locke (Volunteer), A. E. Barclay (Neptune), R. Jones (Repulse Stbd), J. S. Townsend (Antelope), A. J. Land (Bulwark), D. R. Maskell (Coventry), J. A. Orr (Bacchante), S. Neale (Bacchante), H. P. Roberts (Orion), B. R. Frost (Cochrane).

**To CWEM(R)** — A. R. Graham (Ardent), A. J. Sutherland (Fawn).

### FLEET AIR ARM

**To CPOA(AH)** — P. A. Dobson (707 NAS), R. Talbot (Seahawk), M. C. Meenan (Heron), I. R. McIntosh (Osprey), J. S. Logan (Heron), R. L. Dixon (Daedalus).

**To CPOA(SE)** — M. S. Rogers (Osprey). **To CPOA(PHOT)** — R. S. Pearce (Excellent).

**To CPOACMN** — W. R. Tutty (772 NAS), A. H. Ward (Osprey), M. A. Rowsell (846 NAS), G. T. Callow (Seahawk), J. G. Bennett (Heron), J. Bauld (Seahawk), N. Darby (Seahawk), M. J. Bailey (Osprey), R. A. Duriez (845 NAS).

### TO CAF(AE) — I. D. Phillips (Daedalus),

N. P. Garbett (Osprey), B. A. Savory (Osprey), P. A. Joyes (Daedalus), S. E. Downton (Heron), M. J. Sheffield (Bulwark), K. R. Deacon (Heron), I. D. Irvine (Heron), T. W. Morton (Heron).

**To CAF(O)** — J. Thompson (819 NAS), T. A. Clark (Heron).

**To CEL(AW)** — J. T. Wilmitt (Daedalus), D. W. Lea (Heron), B. S. Tame (Heron), G. Walster (Heron), D. McAlhane (819 NAS), A. M. Scott (Heron), L. E. Hill (819 NAS), A. Y. Thomson (Daedalus).

**To CEL(A)** — M. Hiscok (Heron).

**To CREL(A)** — G. S. Norris (Daedalus).

### SUPPLY AND SECRETARIAT

**To CPOWTR** — C. A. Wunderle (Torquay), J. H. Donaldson (Caledonia), P. D. Chaffield (Drake), J. Bailey (Collingwood), C. F. Chiswell (Dido), M. Chapman (DNR Outports), R. S. Smith (BRNC Dartmouth), F. J. Ponting (CINCNVHOME).

**To CWREN(WTR)** — E. H. Hadley (Centurion), F. Naughton (Nelson), D. M. Fauch (Mercury).

**To CPOSA** — D. G. Richards (Beagle), I. T. Smith (Pembroke), J. Long (Fawn), R. Young (Cochrane), T. E. Scadden (Intrepid), A. Moran (Vernon), M. S. Edwards (Collingwood), M. J. Peel (COMNAVOUTH), M. W. Wilson (Achilles), D. C. Cross (Invincible), P. F. Harvey (Dolphin), T. A. Scott (Collingwood).

**To CPOCA** — D. G. Potter (Vernon), R. Hunter (Endurance), P. J. Millward (Bacchante).

**To CPOCK** — G. S. Jones (Amazon).

**To CWRENSTA** — K. J. Long (Collingwood).

**To CWRENQA** — M. T. Ledingham (Mercury), C. A. Allen (Dolphin).

**To CWREN(FS)** — A. Ainsley (Drake), J. A. Mawer (Drake), B. M. Travers (Tamar).

### MECHANICIANS

**To ACMEM(P)** — K. A. Barker (Cochrane).

**To ACWEMN** — D. F. Ward (Spartan). **To ACREMN** — A. B. Buchanan (Herald). **To ACOEMN** — R. L. Smith (Cochrane).

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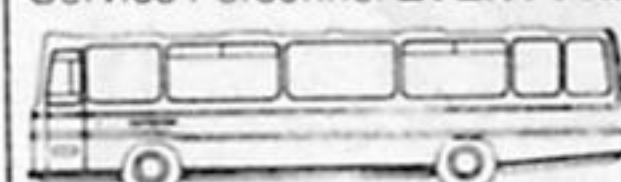
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## MONMOUTH SCHOOLS

## ENTRANCE EXAMINATIONS 1980

The entrance examinations for boarding and day pupils, on which a considerable number of scholarships will be awarded, will take place at the schools in February 1980. Details of the examinations and copies of the 'Schools' prospectuses may be obtained from the Headmaster or Headmistress.

## MONMOUTH SCHOOL

Main School: The examination (for boys over 10 and under 12 on 1st September 1980) will be held on February 16th. Two bursaries reserved for sons of serving members of H.M. Armed Forces will be awarded on the examination. Closing date for application February 9th.

The Grange: The examination (for dayboys and weekly boarders over 7 and under 8 on 1st September 1980) will be held on February 23rd. Further particulars may be obtained from the Master of the Grange, Monmouth School.

## MONMOUTH SCHOOL FOR GIRLS

Main School: The examination (for girls over 10 and under 12 on 31st July 1980) will be held on February 2nd. Closing date for application January 25th.

Pre-secondary Department: Tests for girls aged 7 by July 31st 1980 will be held in March. Further particulars may be obtained from the Headmistress.

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Full details may be obtained by writing to The Headmaster, The Gordon Boys' School, West End, Woking, Surrey

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Further details of the School may be found in pages 413 and 414 of the 1979 edition of the Public Schools Year Book.

An Entrance Examination will be taken by the 11-year-old pupils (together with reports and interview, if required), but the Vith Form Awards will be on the basis of 'O' level results, reports and interviews. In the event of absolute equality, preference will be given to children of parents in the H.M. Armed Forces, the Police and the Textile Trade.

Scholarships and bursaries will be awarded only if candidates of sufficient calibre present themselves. Entrance forms may be obtained from the Headmaster at the School.

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"Actually, ratings get drunk, officers get high-spirited."

# Submarine men boost kidney fund

Kidney research received a boost of £2,400 from the POs' mess in H.M.S. Neptune. The money, raised by 240 members during 12 months of hard fund raising, went to aid the Kidney Research Unit of Yorkhill Hospital, Glasgow.

H.M.S. Dolphin's Atlantis Club also helped the same cause by donating £100, the proceeds of a dance which, in addition to £60 from the spare crew, helped to complete the £3,000 needed to buy a physiological research machine for Portsmouth Kidney Unit.

One of several projects undertaken by the Plotters and Radar Instructors Association, H.M.S. Dryad, was to provide a music centre for the new day centre for the elderly and disabled at Fareham. The Association has raised over £1,500 for local charities in the past three years.

To provide extra cheer for senior citizens of Portland, the Naval Patrol Headquarters

## HELPING HANDS

H.M.S. Osprey donated proceeds of their bar to provide Christmas hampers which were delivered to the elderly by LREGs Philip Denbon and Graham Moss.

The Portland Advertiser, which is produced in the Naval Base, showed its concern by donating £40 advertising revenue to provide extra comforts for the elderly in a home run by Dorset County Council.

Two ratings from H.M.S. Collingwood spent 11 days on the road pedalling from John O'Groats to Lands End, a distance of 922 miles. The cyclists,

WEA Peter Dennis and WEA Apprentice Paul Scunthorpe, ran into some rough weather en route but the effort brought its own rewards. They raised more than £500 for the National Children's Home.

Mrs. Frances Drake, of Deeds Nursing Home, Basingstoke, had a surprise on her 100th birthday when a cake baked by the galley of H.M.S. Drake was delivered for the celebration. The cake was made in response to a letter from Matron and to honour a famous naval name.

Sixteen children from Chelmsley Wood Hospital School were treated to a Christmas party on board H.M.S. Birmingham. The children travelled to Portsmouth in a mini-bus provided for the school by sailors of H.M.S. Birmingham and the Nautical Club.

A 24-hour sponsored darts match in 3E Mess of H.M.S. Avenger, in which five of the ship's company took part, resulted in toys worth £168 being presented to the children's ward of Truro Hospital in front of B.B.C. television cameras.

The five darts players were LS Andy Marshall; AB George Appleby; AB Franny France; RO1(T) Taff Kenniford and WEM(R) Paddy Baird.

During a weekend in Greenock H.M.S. Herald organised an afternoon's entertainment on board for the children of Calda House. A framed photograph of the children and mess members and other souvenirs were presented to the home to commemorate the visit.

During H.M.S. Bacchante's STANAVFORLANT deployment CPOs of 1H Mess, the WE department and various representatives of the NATO Squadron, combined to raise £600 for the children's ward at RNH Stonehouse. Fund raising activities included a raffle for a huge toy frog — later presented to the children's ward — a three-legged sponsored pub crawl, and silver change collected on board the NATO ships by Mess Presidents of K.N.M. Stavanger, H.M.C.S. Nipigon, U.S.S. Luce, F.G.S. Karlsruhe, and H.M.N.I.S. Isaac Sweers.

To help provide a play area for handicapped children of Trengweath Home, Plymouth, men of Transport Company, 42 Commando Royal Marines, raised £81.

The Friends of Trengweath are organising a fancy dress three mile pram race finishing on Plymouth Hoe on Sunday, May 18 to raise funds for a therapy pool for the Home. Those interested should contact Mr. R. E. H. McSweeney, 10 Bickham Road, St Budeaux, Plymouth PL5 15A (telephone Plymouth 364859).



This team of appropriately dressed sailors from the Royal Naval Provost H.Q. London answered a challenge by police officers and patrons of a city pub to a rowing race on the Thames between Battersea and Albert Bridges. We are happy to report that naval honour was upheld and our lot emerged as gallant victors.

Pictured are (bows, left to right) Deputy Naval Provost Marshal Sub-Lieut. Bob Aspinall and MAA Jan Haycock; LREG Monty Toms and LREG John Johnson; and LREG Steve Cornell. Between them, the teams raised about £300 for the R.N.L.I. and the children's ward at Great Ormond Street Hospital. The two whalers were provided by Chelsea Sea Cadet Unit.

Picture: PO(Phot) S. W. Thompson.

## Repulse helps out

Fifteen sailors from H.M.S. Repulse helped physically handicapped children from the Craighead School, Hamilton, round Glasgow Art Galleries, then returned to the school for tea with the staff. Sailors from the submarine also attended the school's Christmas party, taking a gift for each of the 200 children. The Repulse has been affiliated to Craighead School for a year, and the presents were paid for from donations made during the submarine's last patrol.

Ratings under training in H.M.S. Dryad have repainted St John's Catholic Cathedral Hall, Portsmouth. They also served up a lunch for old people in the newly-painted hall.

MT1(N) A. N. Murdoch, now doing Registered Mental Nurse

training at St James Hospital, Portsmouth, arranged for patients from the hospital's Solent Day Unit to visit Broadlands, home of the late Admiral of the Fleet Earl Mountbatten of Burma, some time before the Earl's tragic death.

MT1 Murdoch wrote to Lord Mountbatten's secretary asking for a signed photograph as a memento for the hospital. With his customary generosity, Lord Mountbatten readily agreed to the request and personally presented the photograph to MT1 Murdoch. It was subsequently framed and has now been presented to St James Hospital by MT1 Murdoch.

## 'Space mad' Nathan's dream comes true

Four-year-old Nathan Deacon's dream of seeing the space centre at Cape Canaveral has come true — thanks largely to personnel of the Royal Maritime Auxiliary Service at Portsmouth.

Nathan, the son of R.M.A.S. AB Derek Deacon, is suffering from a brain tumour and may have only a few months to live. So, when the R.M.A.S. Assistant Shipping Master at Portsmouth, Mr. James Hoskin, heard that Nathan was "space mad," he organised a collection among his colleagues and other groups in the dockyard.

They raised £905 to help send Nathan and his parents to

Florida, where he visited Disney World as well as the space complex, visiting Lourdes on the way home.

The fund included £78 from the ship's company of the Seaforth Clansman, on charter to the Royal Navy as a diving trials ship. And, when word spread about the project, businesses, pubs and clubs in the Portsmouth area joined in to swell the fund to more than £6,000 within a month.

Flying down a children's slide is fun — whatever your age or nationality — even if the Rev. Noel Jones does look mildly apprehensive! He is director of H.M.S. Tamar's Lantau Project for Vietnamese refugees in Hong Kong. Volunteers from the establishment visit the Vietnamese every week to entertain and educate.

Our picture was taken during a visit by 100 Vietnamese women and children to Ocean Park, the biggest Oceanarium in the world. The trip, a tremendous success, was arranged by the Lantau Project.

Picture: PO(Phot) Eric Rooke



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# ROYAL NAVAL ASSOCIATION

## A bubbly jubilee occasion

It was an occasion for bubbly and for the presentation of engraved tankards to three founder members when Deeside celebrated its silver jubilee. Pictured here splicing the mainbrace are (left to right) Cdr. Tony Sangster (branch president) and Shipmates John Kendrick, Bill Pearson and Jack Leonard, who was the first secretary of the branch.

Picture: Frederick B. Scott, Chester.



## Chichester Branch

# Help! going

Rumour has it that there are enough sailors and ex-sailors living in and around Chichester to man a battleship or two. Some of those hands are urgently needed to man a listing ship if Chichester branch of the R.N.A. is not to sink without trace.

Formed shortly after the Second World War, the branch once flourished with more than 100 members. Today, sad to say, only ten members remain to keep the flag flying.

What Chichester needs is a transfusion of new recruits. This fine cathedral city which has known generations of naval families surely deserves an R.N.A. branch where young and old can meet, where naval traditions can be kept alive and passed on.

Branch meetings are held in the Fleece Inn, East Street, Chichester, at 2000 on the first Monday of the month, and social evenings at the same time and same place on the third Monday of the month.

Those ready to keep the flag flying at Chichester should contact Mr. Chas W. Hayden, 2 Lancastrian Grange, Tower Street, Chichester (Telephone: Chichester 783579).

### SILVER JUBILEE

If Chichester is hitting a low, Deeside, glad to say, is in fine fettle and celebrated its silver jubilee with "great success and support." But they too knew the lean years as shipmates were reminded during jubilee celebrations when it was recalled how members met in a room loaned by Shipmate John Kendrick, from which humble beginning the branch has grown in strength and popularity.

Deeside today boasts a concert room which seats 280, a lounge and games room, and plans further expansion.

Bad weather could not dampen the spirit of shipmates of Longsight, Manchester, who despite the weather enjoyed a great day's outing to Llandudno and Kirkby. They send their thanks to both branches for generous hospitality.

### NELSON'S BLOOD

Shipmates provided "vittals aplenty" and a tot or two of "Nelson's Blood" which helped make Wolverhampton Christmas Mess night at the United Services Club go with a swing, helped by Shipmate P. Kyte who was in charge of entertainment. To mark the occasion the new ship's bell (the original was stolen) was temporarily rigged and Shipmate Tommy Edwards had the honour of striking eight bells for the first time.

Shipmate Tom Shinks (branch secretary) presided over the time honoured naval New Year tradition of the Darkening of Ships which coincided with the 30th anniversary of Liverpool branch. An inspection was carried out on rounds by watch-keeper Shipmate Glyn Jones (chairman), carrying a 1918 storm lamp. The ceremony included seeing all doors were watertight, after which Shipmate T. Ward (vice-chairman) proceeded to ring in the New Year bells. This was followed by

## REUNIONS

September 1959 class of artificer apprentices celebrates 21 years of service this year. Those interested in attending a reunion should contact FCMEA(P) Perry, F and CPOs' Mess, H.M.S. Sultan.

Members of the Boatswain Branch hold their second reunion dinner in H.M.S. Vernon on February 29. Those who have not received an invitation should contact Lieut.-Cdr. J. A. Barker, H.M.S. Victory, Portsmouth, Hants.

A re-union dinner of H.M.S. King Alfred RNVR officers will be held on Saturday, May 3 at 1830 for 2000 in Lancing College. It will be followed by a service on Sunday at 1100. Applications for dinner reservations (£12.50 per head) should be sent to Lieut.-Cdr. Adrian Martin, R.N.R. "Penrose," 78 Magdalen Road, Exeter, Devon, EX2 4TR. Applicants should state the dates they attended H.M.S. King Alfred, the rank they attained and the name of any guest. Applications should be accompanied by a cheque for the appropriate amount.

The 1st Narvik Association is holding a reunion dinner to mark the 40th anniversary of the Battles of Narvik in the Wardroom, H.M.S. Nelson, on Saturday, March 29. It will be preceded by a memorial service at St Ann's Church, Portsmouth Dockyard, and lunch in the Wardroom. For details contact Mr. C. Cope, "Narvik," 1 Valley Road, Exwick, Exeter (telephone Exeter 72784).

Telegraphist Air Gunners

Association annual dinner will be a Ladies Night, to be held on March 8 at Rugby Post House Hotel, Crick near Rugby, Northamptonshire. For details contact Mr. J. G. Skeats, 7 Carisbrook Road, Chiswell Green, St Albans, Herts AL2 3HR (telephone Park Street 72214).

The 14th annual memorial service and dinner dance for survivors of H.M.S. Edinburgh and H.M.S. Trinidad lost in the Arctic, May 1942, and members of the ship's companies of H.M. rescue ships, Harrier, Gossamer, Foresight and Forester, will take place on Saturday, May 3, at Rhyd, North Wales. For details contact Mr. Bill Daly, 2 Haig Avenue, Great Sankey, Warrington, Cheshire (telephone Penketh 6398), enclosing a stamped, addressed envelope.

H.M.S. Glasgow Old Boys Association is to hold its first annual re-union week-end. It will open with a buffet dance at the Centre Hotel, Southsea, Hants on Saturday, May 31 and be followed next day by a church service in St Ann's Church, Portsmouth Dockyard. Tickets at £5 each are limited to two per member until the end of February when requests for further tickets may be obtained. For details contact Shipmate Allan Mercer, 89 Royal Avenue, Hough Green, Widnes, Cheshire WA8 8HJ.

The next Submarine International meeting will take place in Venice from April 11 to 14. For details contact Gus Britton, Submarine Museum, H.M.S. Dolphin, Gosport, Hants (telephone Portsmouth 22351 ext. 41250).

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'Mayday'

# We're down!

## BRANCH NEWS

an evening's festivities shared by visiting shipmates from Redcar.

A very successful St Andrews night was enjoyed by shipmates of Newton Abbot who sat down to a traditional supper of haggis, swede and mashed spuds. Another great night was shared with 45 shipmates from Plymouth who visited the branch on December 10.

### KILLICK CUP

Telford branch held a social evening at the Red Lion, Holthead Road, Wellington, at which life membership was presented to Shipmate Harry Davies for outstanding service to the branch. The Killick Cup was presented to Shipmate Dennis Mottram in appreciation of services to the branch. The presentations were made by Lieut. George Wood, R.M. (branch president).

A charity evening held at Stockton R.N.A. club raised £100 for the local Sea Cadets, who are being sponsored by the branch for a week's cruise in T.S. Royalist, an idea other branches may like to follow. The branch annual dinner dance was a big success and visitors included shipmates of Bletchley and their wives who were accommodated by members for the week-end.

Norwich enter the 1980s in optimistic mood with a membership of 60, which considering the branch only re-opened in

October, promises well for the future. Meetings are held at the Royal British Legion headquarters, Aylsham Road, and service personnel on leave are most welcome.

### NEW STANDARD

The Lord Lieutenant of Merseyside, Wing Commander K. Stoddart, took the salute at the dedication of the St Helens standard, given by Kirby Branch. The parade was under the command of Shipmate Smith, the new standard being carried by Shipmate Green with Shipmates Corrigan and Nixon as escorts. The service and parade were followed by a reception at the R.N.A. Club.

Stratford upon Avon report a very successful 22 shoot in which 16 teams competed for a challenge cup. After a close match with Tamworth, Leamington Spa were the winners. They also won the dominoes contest which was in progress during the shoot. Tamworth won the darts match and West Bromwich won the cribbage.

At Wallasey dinner dance which was attended by 126 members, wives and friends, Shipmate L. Boyer (chairman) was awarded life membership for outstanding work to the branch since 1966.

To all branches and shipmates wishing to attend High Wycombe and District cabaret and dance on March 15 at the Royal British Legion, St Mary Street, in aid of Pembroke House Ambulance, please contact Shipmate H. Moseley at 143 Chiltern Avenue, High Wycombe, Bucks.

## Cheque-ing in



Cheque-ing in at the Deal and Walmer annual dinner is Shipmate Jack Lee (left), the branch chairman, pictured receiving a £142 cheque from Shipmate Jim Skardon. The money will go towards the cost of a new lifeboat to be named "Earl Mountbatten." The money was raised by Shipmate Skardon, his wife, Molly, and son, Dave.

Picture: Basil Kidd



"By the Navy, For the Navy" — the motto of the Royal Naval Benevolent Trust — has new meaning as Vice-Admiral Sir Ernie Pope (right), President of the Royal Naval Association presents the keys of the ambulance paid for by shipmates of the R.N.A. for Pembroke House, to Vice-Admiral Sir John Roxburgh, President of the R.N.B.T. which administers this home for old sailors and ex-Royal Marines. Looking on are a few of the residents, from left, ex-chief writer Fred Godsiff (85), ex-stoker John Sullivan (75), ex-stoker Bill Killeen (82), and ex-plumber Bert Coburn (69).

## Graf Spee episode on T.V.

A television documentary, "The Graf Spee Affair," will be shown on B.B.C. 1 on Wednesday, February 6, at 2125. It will include interviews filmed on board H.M.S. Belfast and coverage of ceremonies in Buenos Aires and Montevideo to mark the 40th anniversary of the Battle of the River Plate.

Mr. E. Smith, boatswain of H.M.S. Belfast, organised a party of shipmates who at their own expense travelled to South America for the anniversary celebrations. The party included eight former members of the cruiser H.M.S. Ajax, one of the H.M.S. Achilles crew and the widow of a member of the Royal Marines who served in the Exeter.

The anniversary ceremonies, organised by Capt. Rasenack, former Gunnery Officer of the Graf Spee, went off extremely well. They aroused great interest abroad and were attended by ex-Achilles shipmates and their wives from New Zealand and former members of the Graf Spee.

## Pembroke House welcomes

# 'A REAL BEAUT'

A new freedom came to Pembroke House in the form of a white, four wheel "beauty" — a new mini ambulance.

The gift was from shipmates of the Royal Naval Association and was presented on their behalf by Vice-Admiral Sir Ernie Pope, President of the R.N.A.

It was an exciting day for the 30 or so old sailors and Royal Marines who live in the home. As they inspected the ambulance one old sailor expressed the delight of all by saying: "She's a beauty, a real beaut. We'll make great use of her."

### THANKS

Vice-Admiral Sir John Roxburgh, President of the Royal Naval Benevolent Trust, who accepted the ambulance on behalf of Pembroke House, thanked shipmates for their splendid and generous gift and for providing the cost of a year's insurance on the vehicle.

He paid tribute to Dartford branch for setting the appeal on its way; the R.N.A. Charities sub-committee for raising the cash in record time; and Harrogate branch for donating the first £100 of petrol. Admiral Roxburgh made special mention of Shipmate Doug Gough who, he said, was the driving force behind the project.

After the presentation guests toured the home and saw improvements made as part of a £30,000 refurbishing programme to create a more homely and personal atmosphere. The first £10,000 has been allocated

from the Trust's own funds. Help is now needed to raise the balance.

The gala day ended with a splendid tea provided by the staff of Pembroke House for residents and guests. A gift of £60 and 34 tots of rum were presented to the Matron, Miss Holden, by Luton and Dunstable branch to provide extra cheer for residents. A further £10 was received from Shipmate Peter Knowles.

Guests included the Captain of H.M.S. Pembroke, Capt. K. D. E. Wilcockson and members of his staff; Cdr. D. D. H. Fowler, Staff Commander to Flag Officer Medway; representatives of the Royal Naval Benevolent Trust; and Shipmates A. G. Wootton (No 1 Area), A. Phillips (No 2 Area), E. J. Rich (No 3 Area), B. A. Hemming (No 5 Area), and D. C. Gough (No 6 Area).

## CALLING OLD SHIPMATES

Mr. P. Martel, La Mouranderie, Rue du Hurel, Torteval, Guernsey, and a fellow officer named Hoar, of the Royal Hampshire Regiment, enjoyed the hospitality of a naval supply officer named Legg and his colleague Parker around the time of Dunkirk when both naval officers were living in Portsmouth Dockyard. Mr. Martel would like to contact these officers or their families.

Mr. D. M. Foote, Fathom, 5 Kings Road, Bebington, Wirral, Merseyside (telephone 051-608-8295) is anxious to hear from his old shipmate Mr. Ted Austin, chief boatswain mate on the first commission of H.M.S. Ark Royal.

Mr. J. D. Kirby, 61 Tewitt Well Road, Harrogate, Yorkshire (telephone 872817) has been trying for some years to get a copy of the ship's magazine of H.M.S. Cassandra 1962-63, commanded by Cdr. J. M. B. Walkey. Perhaps a reader can help.

Mr. D. Roberts, 22 Brytwn Road, Cymmer, Port Talbot, S. Wales, wants to contact Taff Tinman, George Gauld and Taff Everett of H.M.S. Birmingham 1947-50 and Scaife, Dennison and Sharpe who came from Yorkshire and served in H.M.S. Glasgow 1951-53.

Mrs. L. Moore, 200 Balmoral Road, Gillingham, Kent, is trying to trace the whereabouts of Jack Spooner, who served with her father Thomas "Sam" Weller in H.M.S. Phoebe, Malta 1949-50, and also at a shore base on the Rhine in 1952, after which Jack married a German girl. They left the Navy January, 1962, and lost touch.

Mr. Len Horner, H.M.S. Barham Survivors Association, 10 Astbury Road, Peckham, SE15 2NJ (telephone 01-639-6523), is anxious to get a copy of the naval song "My Brother Sylvester." Can a reader help?

Mr. Bob (Geordie) Bailey, 17 Margaret Gardens, Newton Abbot, Devon, ex-LSBA(O), invalided out of the Navy 1947, asks if there is any list of names of sick berth staff and of doctors of Chatham Division who lost their lives during the Second World War.

Mr. T. W. Riley, Sunnyside, Penally, Tenby, Dyfed SA70 7QE (telephone Tenby 3538) wants to meet his old messmates. He joined H.M.S. Ganges in 1926, H.M.S. St Vincent, served in H.M. ships Emperor of India, Vernon, Caledon (2½ years in Med.), Dolphin, H44, L53, H.M.S. Shark (Med.), H.M.S. Proteus, stood by H.M.S. Triton at Vickers Armstrong and was invalided out in 1939.

Mr. George (Jimmy) Green, 1 Latimer Way, North Pickenham, Swaffham, Norfolk PE37 8JY is anxious to know where his old mates are. He served on board H.M.S. Leda, which was sunk off Spitzbergen on September 20, 1942, also as member of the liaison party on board the Dutch ship Barry and finished his career as an instructor in visual signals at H.M.S. Ganges. He was a yeoman of signals when he left the Navy in 1946.

Mr. B. F. Callahan, 242 West 16 Street, New York, N.Y. 10011, U.S.A., is anxious to get in touch with Capt. F. M. R. Stephenson, commanding officer of H.M.S. Battler, the Second World War carrier.

Mr. Ronald Rouse, ex-leading writer, formerly of Pembroke One 1940, would like to hear news of former POWren Writer Peggy Newton. Please telephone St Austell 4137.

Mr. K. F. Jackson, 41 Station Road, Long Station, Cambs CB4 5DS, would like to hear from any of the crew of H.M.S. Heliotrope 1940-42, any shipmates from H.M.S. Kempenfelt "Capt D27," or any shipmates of 27th Flotilla with a view to organising a get-together.

Mr. Bob Blackburn, Flat 7, Kenton Court, Adams Hill Road, Sydenham, London SE26 (telephone 01-659-6320) served in H.M.S. Victory Barracks 1936, F. Block. He would like to contact all the men who served with him particularly CPO Pantlin, PO Fisher and Cdr. Cunningham.

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## OBITUARY

Shipmate G. Livesey, vice-president Wallasey, ex-commanding officer Wallasey Sea Cadet Corps, December 2.

Shipmate R. Meadows, founder member and secretary Colchester, November.

Shipmate A. Ledingham, member Harwich and District.

Shipmate A. Mills, member Harwich and District.

Shipmate Ronald McKinnon, ex-PO Telegraphist, member Swindon, December 21 age 61.

Shipmate Harold Knipe, served in both World Wars, member Peterborough, age 81.

Shipmate Billy Arneill, ex POM(E), Belfast, December 31.

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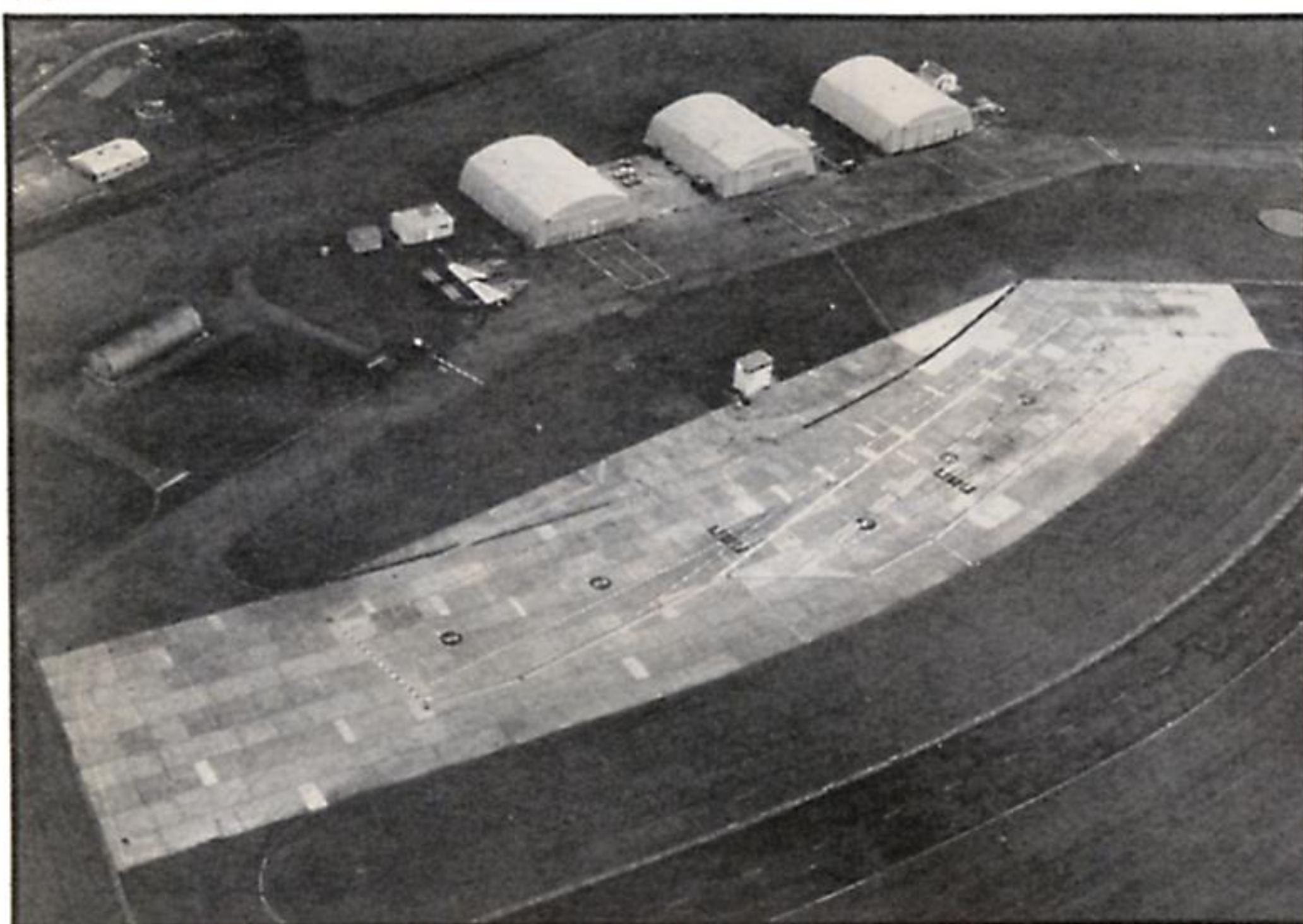
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# THE SEA ARROWS!



Red Arrows Gnats understudy for Sea Harriers on the flight deck of the Royal Naval School of Aircraft Handling, Culdrose. In the background is a Harrier and two older aircraft used by the school — a twin-fuselage Sea Vixen and a Sea Hawk.



The stark outline of H.M.S. Ark Royal at the School of Aircraft Handling, which has now ...

## Gnats decked-up for Harrier role

Sea Harrier's arrival on the naval scene caused one or two problems for the Royal Naval School of Aircraft Handling, until the famous Red Arrows literally dropped in with the solution.

The school, at R.N. air station Culdrose, urgently needed a substitute aircraft to simulate the Sea Harrier on the school's dummy deck.

Favourite for the job was the Gnat, which offered a similar shape and ground handling characteristics.

As luck would have it, the R.A.F.'s renowned aerobatics team was re-equipping with the Hawk Trainer, and readily agreed to hand over four of their "old" Gnats.

On September 24 the relative peace at Culdrose was shattered as four Red Arrows pilots "beat up" the school, taxied to dispersal and, in the words of a spokesman, "threw us the keys!"

To cater for Sea Harrier, the school's dummy deck has had a drastic facelift. In place of H.M.S. Ark Royal's stark outline, with its painted catapults and arrestor gear, is a reproduction of H.M.S. Invincible's deck, complete with Harrier centre line pointing to an exciting future.

The flying control position has been transformed from a wet and draughty jerry-built structure into a comfortable enclosure with heating and refreshment facilities.

There used to be a saying within the Aircraft Handling Branch that "winter-trained" handlers were the more durable. Since the majority of training is carried out in the open, regardless of weather conditions, this belief is understandable.

### Fire School

Other aspects of the Aircraft Handler's trade are catered for at the Fire Training School and the Motor Transport Training Section.

The fire school has seen many changes. It now boasts a modern building with shower facilities, and the course syllabuses have been considerably reconstructed, placing greater emphasis on fire prevention.

Technical progress has been achieved with the introduction of modern, sophisticated fire vehicles. The new Mk 9 fire truck is worlds apart from the old "WOTI", remembered with affection by earlier generations of Aircraft Handlers.

The Rescue Land-Rover has been replaced by the TACR1 — Truck Airfield Crash Rescue Mk 1 — thus providing a complete change of mount for the Naval Air Command Fire Brigades.

### Liaison

Considerable liaison has been established with local brigades, and Falmouth have made their modern breathing apparatus facility available to courses at the school.

A never-ending supply of tractor drivers, heavy goods drivers and Wren drivers is turned out by the instructors at the transport section. Vehicles have come and gone over the years, but the premises and the MT training officer, Mr. Eddie Waller, have remained.

New entries at the school still undergo Airman Training before specialising. Formal education to NAMET standard is achieved, and an insight into the theory of flight, first-aid, and other general subjects introduces the new rate to the Fleet Air Arm.

### 21st anniversary

A 21st anniversary shindig for the R.N. School of Aircraft Handling is to take place at R.N. air station Culdrose on May 17. Staff members past and present are welcome, and further information can be obtained from the secretary, R.N. School of Aircraft Handling, R.N.A.S. Culdrose, near Helston, Cornwall.

## HANDLED WITH CARE

The Aircraft Handler Branch originated in an Admiralty Fleet Order published in April 1945 stating that ratings not employed on specific aircraft duties could become Seaman Aircraft Handlers.

Training was at first extremely flexible, with deck handling practised on a training carrier and at an R.N. air station near Arbroath.

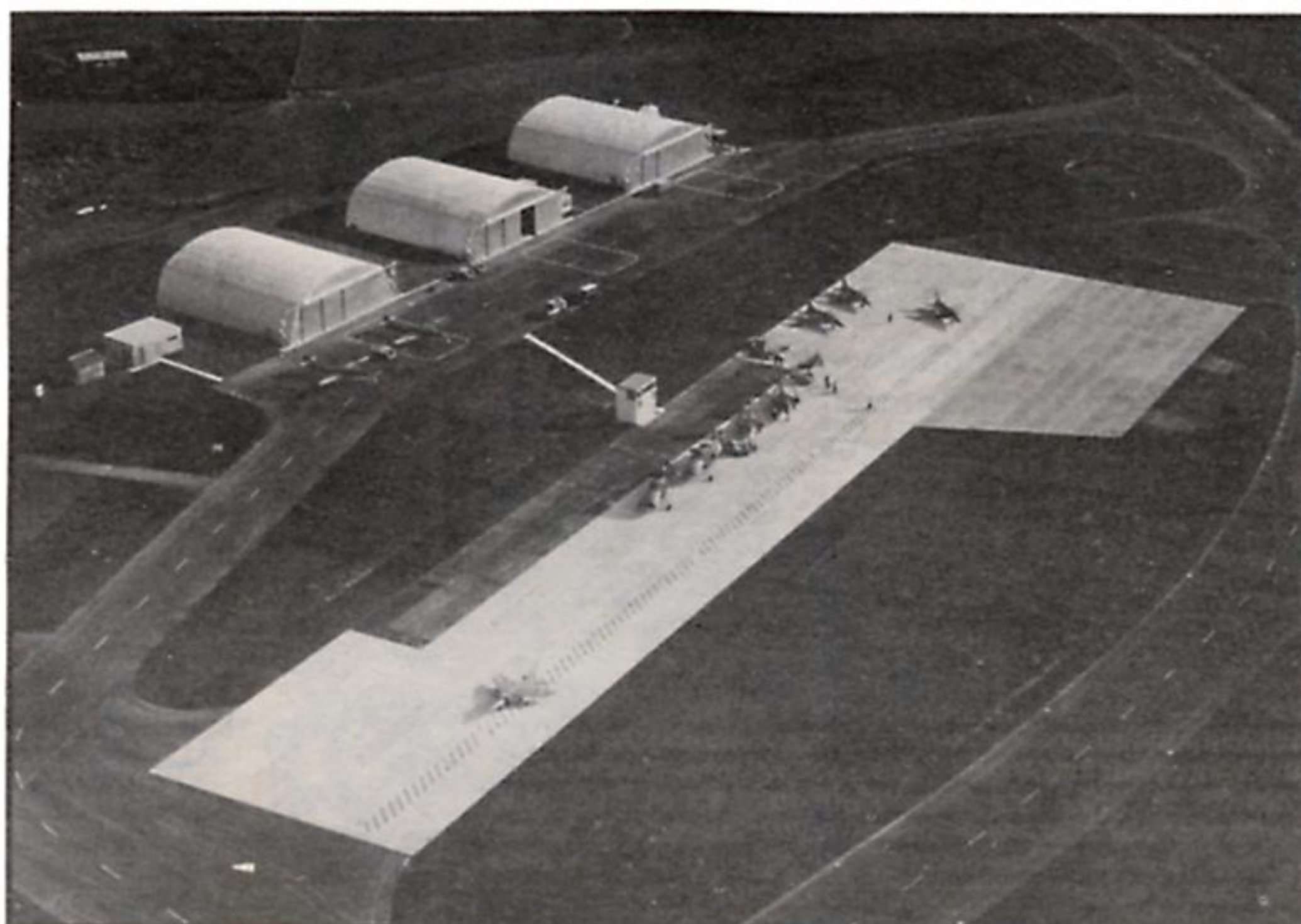
When the Aircraft Handler (AH) sub specialisation was transferred to the Naval Airman Branch in 1946, the first R.N. School of Aircraft Handling was established at Fort Rowner, later expanding into the nearby R.N. air station Gosport. This popular draft was to H.M.S. Siskin, now known as H.M.S. Sultan.

### Seafires

The old dummy deck, where all flight deck evolutions were taught and aircraft ranged, taxied and catapulted, is now part of the Rowner maze.

The school moved to its present location in H.M.S. Seahawk on the outskirts of Helston, Cornwall, in January 1959. Since then it has operated the complete range of naval aircraft, from the lightweight Seafire and Tornado, to the "heavies" such as the Phantom and Buccaneer.

Continuity at the school is maintained by the secretary, Mrs. Val Rowland, who took up the position when the school moved to Culdrose. Mrs. Rowland has maintained a record of events which now resembles an archive.



... been transformed into the flight deck of H.M.S. Invincible, with its Harrier centre line. Clearly visible are the four ex-Red Arrows Gnats which are now doubling for the Sea Harrier.

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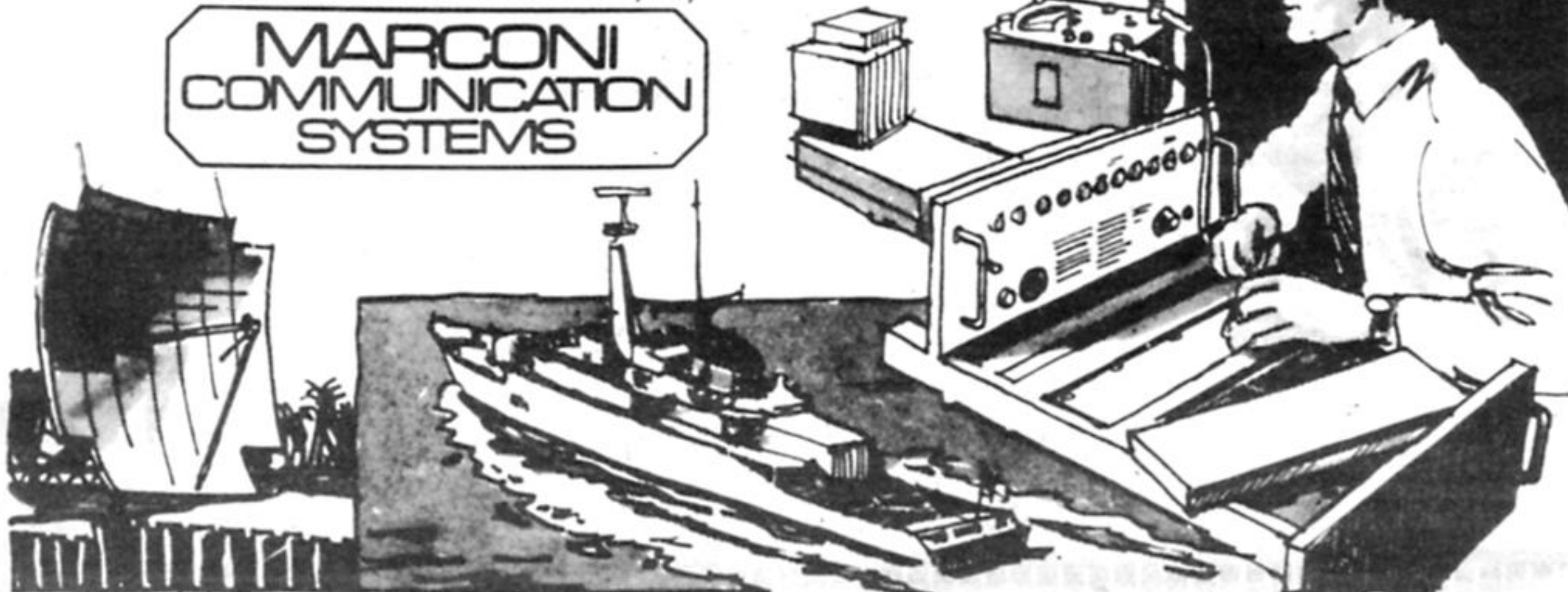
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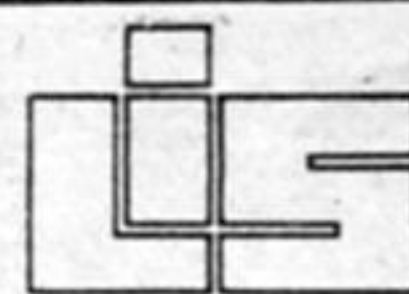
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# Dozen of the best for Bawtree

**Twelfth title win in high quality final**

After four days of hectic and entertaining competition in the Royal Navy open squash championship at the Camden Centre, Portsmouth, Lieut.-Cdr. Robin Bawtree (Staff of FOSM) successfully defended his title to gain a record 12th championship win.

In a high quality final his power and pace proved too much for CPO Geoff Huggins (H.M.S. Daedalus), who came close to taking the second game but never mastered the champion's ability to take the ball amazingly early.

The early rounds of the championship provided many close and exciting matches. On the first afternoon, seventh seed LCK Bill Duthie found himself involved in a tense struggle against unseeded Lieut. Bob Easson (H.M.S. Excellent).

After a long match Duthie just got home 10-8 in the fifth game. This was followed by another near upset when Duthie met Lieut. Andy Cooper (H.M.S. Dolphin) in the second round and fought back from 2-1 down to win 10-8 in the final game.

## HARD MATCH

FCPOPT Chris Hamber (Fleet Staff), having come back from a losing position to win a five-game match against FCPO Rob Weeks (RNSES) in the first round, did well to take a game off Geoff Huggins, the second seed.

Eighth seeded Sgt. Peter Best (CTCRM) fought off a spirited challenge by Capt. John Lewis (also CTCRM) to get home by the narrowest of margins — 10-9 in the fifth game.

The eight seeds took their anticipated places in the quarter finals, and from there the only reverse was a predictable one — fifth seeded Cdr. Burton Toft (MOD Bath), a former Navy champion, overcoming the fourth seed, Lieut.-Cdr. Mike Sauvage (H.M.S. Dauntless), to qualify for a semi-final encounter with the defending champion.

## FIVE GAMES

Sub-Lieut. Irvine Pratley (H.M.S. Fearless), seeded three, struggled to beat an inspired CPOPT Pat Beaton (H.M.S. Temeraire) in five games in his quarter-final, but raised his game to push Huggins in the second semi-final.

Pratley levelled the match at 1-1 and had a chance to take Huggins to five games before succumbing in four.

The Under 25 championship



ROBIN BAWTREE

attracted a disappointingly small entry, but Sub-Lieut. Tim Burns (H.M.S. Dryad) was a worthy winner, overcoming AB Ian Binks (H.M.S. Diomedes) in an entertaining five-game final.

The veterans event was thrown wide open by the withdrawal through injury of the defending champion, Lieut.-Cdr. Hugh Rump (R.N.H. Haslar). But unseeded ex-CPOPT Jim Coates powered his way through the draw to beat Capt. Brian Shattock in a final full of varied squash.

## PLATE FINAL

Mid. Mike Richardson (BRNC Dartmouth) gained consolation for his defeat by Burns in the semi-final of the Under 25 championship by beating PO Alfie Halford (H.M.S. Daedalus) in a well contested final in the plate competition.

## Dartmouth volleyball champions

BRNC Dartmouth are the Plymouth Command volleyball champions. In a "battle of the colleges" final, Dartmouth beat RNEC Manadon 16-14, 15-9 to take the title.

Seven teams took part in the competition in H.M.S. Raleigh.

The Navy team continued its fine run of success with 4-1 wins over Sussex and the Civil Service in January. Wins by the same margin were recorded earlier against Woking and Hampshire, although the team did go down 1-4 to a strong Junior Surrey side.

The Under 25 team lost 0-5 to Berkshire but were not at full strength.

Lieut.-Cdr. Bawtree and CPO Huggins helped Combined Services to a 6-0 win over the Combined Universities.

## MIXED TEAM

The R.N./W.R.N.S. team representing the Navy in the Audi Mixed Team national championships also had a fine run before failing narrowly to reach the South West Area final.

Victories over Winchester (3-2), Lee-on-Solent (4-1), and Portsmouth (5-0) were followed by a quarter-final win over the powerful Thames side by four matches to one. The championship trail ended for the Navy at Gloucester, where Lieut.-Cdr. Bawtree, CPO Huggins, Sub-Lieut. Irvine Pratley, First Officer Jenny McColl and LWPT Sue Oldman lost 2-3 in their semi-final.

## TWO WINS

Jenny McColl and Sue Oldman led the W.R.N.S. to two wins over London clubs as part of the team's preparation for the defence of their Inter-Service title, being played on January 28.

Two squash tours are planned in the spring, with an Under 25 side scheduled to visit Guernsey at the end of March, and the full Navy side set to fly to Cyprus in April or May.

## SQUASH

### R.N. SQUASH CHAMPIONSHIPS OPEN SINGLES

Quarter-finals — Lieut.-Cdr. R. Bawtree beat Sgt. P. Best, 9-0, 9-0, 9-6; Lieut.-Cdr. M. Sauvage lost Cdr. B. Toft, 9-5, 9-5, 5-9, 8-10, 9-6; CPO P. Beaton lost Sub-Lieut. I. Pratley, 9-3, 6-9, 9-6, 7-9, 9-4; LCK J. Duthie lost CPO G. Huggins, 9-6, 9-0, 9-0.

Semi-finals — Lieut.-Cdr. R. Bawtree beat Cdr. B. Toft, 9-6, 9-1, 9-3; CPO G. Huggins beat Sub-Lieut. I. Pratley, 9-4, 7-9, 9-5, 10-8.

Final — Lieut.-Cdr. R. Bawtree beat CPO G. Huggins, 9-1, 9-7, 9-7.

### UNDER 25

Semi-finals — Sub-Lieut. T. Burns beat Mid. M. Richardson, 7-9, 9-1, 9-4, 9-1; AB I. Binks walkover Sub-Lieut. R. Bolton.

Final — Sub-Lieut. T. Burns beat AB I. Binks, 9-6, 4-9, 10-9, 6-9, 9-2.

### VETERANS

Quarter-finals — Cdr. D. Bawtree lost Lieut.-Cdr. B. Woodgate, 9-1, 9-3, 9-5; FCPO J. Rosam lost ExCPO J. Coates, 9-7, 9-3, 10-8; FCPO H. Pimblett beat FCPO C. Hamber, 9-4, 9-3, 7-9, 4-9, 9-4; Capt. B. Shattock beat Lieut.-Cdr. R. Gealer, 9-4, 9-4, 9-1.

Semi-finals — ExCPO J. Coates beat Lieut.-Cdr. B. Woodgate, 3-9, 9-1, 9-2, 9-3; Capt. B. Shattock beat FCPO H. Pimblett, 9-1, 10-8, 5-9, 9-5.

Final — ExCPO J. Coates beat Capt. B. Shattock, 10-9, 9-5, 9-6.

### PLATE

Semi-finals — PO J. Halford beat CPO S. Hall, 9-1, 9-0, 3-9, 9-3; Mid. M. Richardson walkover Lieut. R. Easson.

Final — Mid. M. Richardson beat PO J. Halford, 10-8, 10-9, 9-6.



## Geoff's season of success

CPO Geoff Huggins (above), who was beaten by Lieut.-Cdr. Bawtree in the final of the Navy open squash championship, has cornered his own share of success this season.

In recent weeks he has won the R.N. Ratings Tournament and the Naval Air Command championship. In October he became the first holder of the Hargreaves Trophy when he won the Portsmouth Command Title, a final he took for the loss of only four points.

## SWIMMING

### Sprint record broken

The Navy's swimming and water polo teams made a successful week-end visit to Jersey just before Christmas, winning the swimming gala and all three senior polo matches.

The newly-formed Under 21 water polo side were beaten 3-2 in a closely fought game.

Highlight of the gala was a record-breaking swim by Sub-Lieut. Malcolm O'Connell (BRNC) in the 100m. breaststroke.

An ex-Great Britain swimmer, O'Connell recorded a time of 70.8sec. to clip nearly four seconds off a Navy best that was set by Dave Finnegan back in 1972.

Recruit Jeremy Woods (CTCRM) set a Navy junior record of 65sec. in the men's 100m. butterfly.

The water polo matches were won 17-0, 6-2 and 11-3, with Mid. Dave Edwards, CPO Nigel Folley and Cpl Keith Sturgess outstanding.

## RESULTS

### Men

100m. butterfly — 1, Recruit Jeremy Woods (CTCRM), 65sec.; 3, APP Graham Holmes (Fisgard), 69.5sec.

4x2 individual medley — 1, Mid Dave Edwards (Birmingham University), 3:21.6; 2, Sub-Lieut. Malcolm O'Connell (BRNC), 3:27.96.

6x1 team race — 1, R.N., 1:42.26.

4x2 medley relay — 1, R.N., 2:51.13.

### Women

100m. freestyle — 3, Wren Paula Richardson (781 Squadron), 68.51sec.; 4, Wren Anna Almack (Dolphin), 76.88sec.

100m. breaststroke — 2, PW Wren Maggie Bolam (Mercury), 89.18sec.; 4, LW Wren Claire Rowing (Dryad), 97sec.

6x1 team race — 2, WRNS, 2:06.31.

4x1 medley relay — 1, WRNS, 1:30.06.

# Rugby

## ROYAL NAVY V ARMY



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## SPORT

# Running Bath give defence a hot time

As most people will already have gleaned from the national Press, the Navy team made a rousing start to the Twickenham work-up and, without original selections Chris Bryning and Steven Hughes, as well as Shady Lane, gave Bath a considerable fright, writes Mike Vernon.

Fifteen minutes from the end of the Navy, after being 0-9 down at half-time, had nosed ahead at 10-9 with two tries from Paul Dunn, the first of which was converted by Geoff Fabian.

However, hopes were then dashed by a penalty for offside, reflex rather than culpable, in front of the posts which was duly slotted home by Bath's Palmer, who also converted the second of two tries in the last five minutes with which Bath extended their lead.

While their powerful back line, in which Horton, as usual, and the flying schoolboy Trick were prominent, had threatened danger on a number of occasions, brave Navy defence, in which Fabian and Trevor Newsom were outstanding, had contrived to keep them out until, with excitement running high, first Horton slipped the Navy back row's hitherto tight marking for a smart individual try, and then John Leigh, covering in defence, chose the wrong option, was caught in possession and Bath got the touchdown as the ball ran loose.

A disappointing end, but nothing could take away the credit for 75 minutes (plus injury time) of honest endeavour by the pack and rock-like defence by the backs. Apart from his last-minute lapse, Leigh showed some deft touches at fly-half, his and Fabian's line-kicking was sound, and Robin Davies had his moments behind the scrum, timing his blind-side pass to perfection for Dunn's second try.

The Navy pack struggled for the ball in the set pieces but played their hearts out in the loose, with the back row of Mike Connolly, skipping for the first time, Thompson, confirming his initial good impression against Devon, and Dunn in the thick of it.

Apart from one isolated incident in which Charlie Hughes was pole-axed by a Bath lock, the game was clean, fast and sporting, for which Bath must claim much credit in a non-stop attempt to play running rugby.

## RN 6, CORNWALL 13

With seven changes from the side which had done so well at Bath, the Navy were unable to make much impression on a Cornwall side which, according to their own committee, played their best game of the season.

Cornwall took the lead after ten minutes with a slick try, the overlap for which was provided by a missed Navy tackle in the centre, and, after an exchange of penalty goals, went further ahead with a soft try from a line-out on the Navy line.

The Navy replied with a second penalty goal from John Leigh, and though still in touch at half-time, were unable to add to their score. By the same token, they also prevented Cornwall from doing so. While their defence was not as secure as against Bath, there was still plenty of consolation for the Navy, not least, in the return of Alan Jones and Steve Hughes who both looked sharp, and they were pressing hard for most of the last quarter.

## RUGBY

### RN 16, BRISTOL 24

Regrettably laid low by a "viral infection," I did not see the Bristol game, which was apparently a very good one. Once again the Navy emerged with credit and were twice ahead before Bristol managed two crucial scores at the end to be somewhat flattered by the final margin. Paul Dunn and Mike Connolly were Navy try scorers, with John Leigh adding two penalty goals and a conversion.

### AMERICANS

Those who enjoyed the visiting San Diego Navy side in 1977 will be pleased to know that another United States team will be coming to play United Services, Portsmouth, on April 16. This is Club Sudamericano de Rugby, from Washington DC.

While savouring this prospect, please give thought to getting up a bus for the Navy-Army match on Saturday, March 8, when as usual the morning Colts game gives ticket-holders two matches for the price of one.

In addition to Stewart Wrightson's welcome sponsorship which continues, the Portsmouth Royal Naval Volunteer Band (by kind permission of the Commodore, H.M.S. Nelson) has been engaged to provide "music to drink by" in the car park before the main match.

### An Excellent hockey win

H.M.S. Excellent beat a combined H.M.S. Centurion - H.M.S. Sultan team in a high-scoring final to the R.N. Women's inter-establishment indoor hockey tournament in H.M.S. Nelson.

## Any more room on David's 'ark'?

It looks as though all those tankards have left international oarsman Lieut. David Hosking high and dry! Mind you, the weight of all those trophies would have scuppered him if he had been on the water. Lieut. Hosking (D.P.P.N.) joined the Navy six years ago, and has just completed three seasons of sculling and rowing at international level.

He has represented Great Britain on numerous occasions, was the 1977 British Universities and British Armed Forces sculling champion, and the lightweight single sculls national champion in 1978.

### TWO GOLD MEDALS

Last year Lieut. Hosking competed in four international regattas, and won two gold medals for his country at Nottingham. He also set the second fastest time in the Diamond Sculls at Henley Royal Regatta, and won trophies at domestic regattas throughout the country. He aims to add to his medal collection — if he can find room for them! — at the world championships in August. Unfortunately, there is no lightweight division in the Olympic Games.

## Tosh: 57 years a stalwart

Tosh Harding, who served the Royal Navy, Portsmouth F.A. and Hampshire F.A. as player and administrator for more than 57 years, has died at the age of 82.

Lieut.-Cdr. F. J. Harding, R.N. (retd.), first represented the Navy in 1923 as a petty officer. He turned out for the Navy in 1930, playing alongside such international celebrities as Rigger Coates and Paymaster C. F. Glenister.

He later served on Portsmouth Command Management Committee of the R.N.F.A., the U.S. (Portsmouth) Football League, the Portsmouth F.A. (for 35 years) and the Hampshire F.A. (for 21 years), and was a Life vice president of both city and county associations.

# Quick goals dim chance of cup run

Three quick goals early in the second half killed off any chance the Navy had of taking anything from their opening South West Counties championship match at Victory Stadium, writes Jack Sheppard.

Somerset, fielding a strong team of Western and South Western League players, were denied a first half lead by LPT Gary Schofield (H.M.S. Cochrane) in the Navy goal. He brought off some fine saves, and dislocated a thumb in diving at the feet of an attacking forward.

But the thumb was returned to its rightful position, and Schofield played on.

Ten minutes into the second half Somerset asserted their

## SOCCER

superiority with three quick goals. This had the effect of stunning the Navy into action, and CPO Bev Dixon (H.M.S. Heron) fired in a shot which beat the goalkeeper but not the crossbar.

LPT Richard Reed (H.M.S. Aurora) screwed a shot wide after working a good position before Dixon eventually put the Navy on the score sheet from a free kick 20 yards out. But with the Navy committed to attack, Somerset scored a fine fourth goal.

### LOT TO DO

That result leaves the Navy with a lot to do if they are to qualify for the play-off stage of the competition. The three remaining matches in the Navy's group are against Devon at Plymouth on February 13 (kick off 1930), against Wiltshire at Salisbury on February 20 (1930), and against Cornwall at Portsmouth on March 1 (1500).

The Navy met Newport, the current Hampshire League Division 1 champions, for the first time just before Christmas and were held to a 1-1 draw. POPT John Gwynn (H.M.S. Osprey) scored the Navy's goal in a game that produced much attractive football.

Gwynn became the Navy's leading scorer when he slotted in the first of two goals against the Amateur Football Alliance in H.M.S. Pembroke on January 9. PO Brigham Young (H.M.S. London) scored the other to put the Navy well on top at half time.

### IN COMMAND

They were well in command for 20 minutes of the second half without adding to the score, and paid the penalty when the Alliance hit back with two goals in five minutes. Even then the Navy regained the initiative, but had to settle for a 2-2 draw.

John Gwynn added two more goals to his tally as the Navy went down 4-3 to the British Post Office at Wallington, Surrey, on January 23. Brigham Young put in a superb performance, scored the Navy's first goal, and laid on Gwynn's first.

### MIX-UP

But a bad defensive mix-up led to the Post Office's first goal, and an uncharacteristic blunder by Gary Schofield gifted the postmen their second.

Two other games were scheduled before the Navy resumed the South West Counties campaign: against London University (Motspur Park, 1415) on January 30, and against the Civil Service (Chiswick, 1430) on February 6.



# Ken named best all-rounder

Lieut. Ken Waller (H.M.S. Dolphin) finished top in the R.N. and R.M. Cycling Association's 1979 best all-rounder competition, compiled from details sent in over the year to the Combined Services competition.

The short distance competition for the R.N. Cycle Racing Club was won by Lieut. Waller with an average speed over the three distances of ten, 25 and 30 miles of 22.376 m.p.h.

He was closely followed by ART APP Paul Hughes (H.M.S. Daedalus) with 22.246 m.p.h. and POMEM Tom Cunningham (H.M.S. Galatea) with 22.219 m.p.h.

These average speeds gained

## CYCLING

them 8th, 9th and 11th places in the Inter-Service competition, in which R.A.F. riders won both long and short distance categories. The Navy riders also qualified for certificates for exceeding 22 m.p.h.

Two other naval riders, Mike Hyde (H.M.S. Hermes) and Tony Barrett (H.M.S. Nelson) achieved just over 20 m.p.h.

In the long distance competition, only Lieut. Waller completed the three distances of 50 miles, 100

miles and 12-hour time trial with an average speed of 20.065 m.p.h. In the 12-hour event, organized by Poole Wheelers C.C., he covered 232.13 miles, winning the first handicap award and improving on his previous best by more than seven miles.

The Filby Trophy for the best first year rider was awarded to PHMEM Cunningham, who was the fastest Navy rider in the Inter-Services 25 and 50 mile time trials. Sea time prevented him from competing in more than three other Inter-Service events during the year.

# WAYNE SHOCKS SO SAD SCOTS

Royal Navy light-welterweight champion AB Wayne Green (H.M.S. Ajax) demolished Scotland's Steve McLeod on the England/Scotland bill at the Cunard Hotel, London, last month.

Green, rated the second best light-welterweight in the country, took just 45 seconds to stop seventh rated McLeod with a combination right cross-left hook.

McLeod sustained a cut eye in the exchange and the referee stepped in to stop the contest. England won the match by a resounding ten bouts to one.

Of significance to Green was the fact that McLeod recently went



WAYNE GREEN

very close to beating Tony Willis, the Liverpool boxer listed as No. 1 light-welterweight in the United Kingdom.

## ARMY V. R.A.F.

Also significant for Navy boxing followers will be the result of the Army-R.A.F. match. The score was a 5-5 draw, which signals a marked improvement in R.A.F. form over recent years.

The Navy meets the Army at Aldershot on February 7, but is on home ground in H.M.S. Nelson for the R.A.F. confrontation on February 21.

## R.N. FINALS

Several very good bouts warmed up a chilly night of R.N. open and intermediate finals in H.M.S. Nelson just before Christmas. Without doubt, however, the finest contest was the middleweight championship between titleholder NAM Steve Willis (H.M.S. Daedalus) and SEA Brian Schumacher (H.M.S. Raleigh), the 1979 A.B.A. semi-finalist who recently joined the Navy.

For two rounds Schumacher held off Willis at long range, powering in straight, direct punches. But Willis cleverly changed his tactics in the third — and changed the course of a superbly matched contest.

He got in close at every opportunity and forced Schumacher to take a standing count after stunning him with a right-left combination to head and body. Willis got a majority decision to claim his third Navy middleweight championship. What a fight it was!

## EYE CUT

LSTD John O'Driscoll (H.M.S. Intrepid) was given a hard contest by former champion AB Monty Jacobs (H.M.S. Excellent) to win the bantamweight crown, and LPT Gordon McBride (H.M.S. Sheffield) shrugged off the handicap of an eye cut in his first round against AB Kevin Hay (H.M.S. Norfolk) to win the lightweight championship. Ironically, a knuckle injury now seems certain to end McBride's career.

LSA Roy Greenacre (2nd Submarine Squadron) had too much experience for RO Yorky Cowban (H.M.S. Kent) — last year's losing intermediate finalist — and was not unduly extended in winning his fourth open heavyweight championship.

## BOXING

### R.N. BOXING CHAMPIONSHIPS OPEN

Flyweight — SEA C. Storey (H.M.S. Antrim), walkover.

Bantamweight — LSTD J. O'Driscoll (H.M.S. Intrepid) beat AB P. Jacobs (H.M.S. Excellent), pts.

Featherweight — AB N. Norford (H.M.S. Bulwark), walkover.

Lightweight — LPT G. McBride (H.M.S. Sheffield) beat AB K. Hay (H.M.S. Norfolk), pts.

Light-welterweight — AB W. Green (H.M.S. Ajax), walkover.

Welterweight — MNE T. Marsh (41 CDO), walkover.

Light-middleweight — RO M. Lescott (H.M.S. Achilles), walkover.

Middleweight — NAM S. Willis (H.M.S. Daedalus) beat SEA B. Schumacher (H.M.S. Raleigh), pts.

Light-heavyweight — AB T. Taylor (H.M.S. Iveston), walkover.

Heavyweight — LSA R. Greenacre (2nd Submarine Squadron) beat RO S. Cowban (H.M.S. Kent), pts.

### INTERMEDIATE

Flyweight — CK L. Goldhill (H.M.S. Sultan) beat LSTD P. Gallagher (H.M.S. Galatea), pts.

Bantamweight — APP T. Holden (H.M.S. Daedalus) beat SEA J. Greaves (H.M.S. Intrepid), pts.

Featherweight — JSEA S. Gill (H.M.S. Raleigh) beat LPT S. Iacovou (H.M.S. Nelson), rsc.

Lightweight — MNE K. O'Reilly (42 CDO) beat REM P. Blayney (H.M.S. Osprey), pts.

Light-welterweight — LS J. Dempster (H.M.S. Antelope) beat AB B. Norman (H.M.S. Argonaut), pts.

Welterweight — OEM M. McNamee (H.M.S. Hecla) beat POEL K. Davies (H.M.S. Collingwood), pts.

Light-middleweight — MNE I. McLeod (45 CDO) beat EMA C. Badoo (H.M.S. Heron), pts.

Middleweight — LS(R) D. Ricketts (H.M.S. Scylla) beat CEM T. Wilson (H.M.S. Jupiter), pts.

Light-heavyweight — Cpl. C. Milican (CTCHM) beat MNE P. Williams (42 CDO), pts.

Heavyweight — MEM N. Rawlins (H.M.S. London) beat CK E. Hodnet (H.M.S. Aurora), rsc.

Team championship — 1, Plymouth (18 points); 2, Portsmouth (17); 3, R.M. (15); 4, Naval Air Command (7); 5, Medway (3).

### UNDER 19 WIN

The Navy's Under 19 boxers beat Devon by five bouts to two at Torquay last month to add to their 6-4 win against Eastern Counties in Norfolk.

Best performance of the night was from AB Kevin Hay (H.M.S. Norfolk).

AB Micky Norford (R.N. Display Team) won his featherweight contest in the second round. This was almost certainly his last appearance with the Under 19s as he moves up to senior level.

AB Mick Norman (H.M.S. Argonaut) gave his best performance of the season in winning his bout, and the Navy's other winners were WEM Jimmy Murphy (H.M.S. Collingwood) and JCK Steve Shield (H.M.S. Sultan).

## SPORTS FIXTURES

### FEBRUARY

2-3 — Kayak: R. Tees 4 (Yorks).

2 — Hockey: RNWA v. Chelsea PE College (Eastbourne).

2-3 — Table Tennis: RNWTTA v. Hampshire (Portsmouth).

2-19 — Cross country skiing and biathlon: British Championships (Wiesse).

3 — Hockey: RNWA v. Chichester (Chichester); Hockey: RNU21 v. West U21 (a.m.); Hockey: RNU21 v. Somerset U21 (p.m.) (Lymington).

6 — Hockey: RN v. Cambridge University (Cambridge); Rugby: RN v. Metropolitan Police, 1430 (Portsmouth); Soccer: RN v. Civil Service, 1430 (Chiswick).

7 — Boxing: RN v. Army (Aldershot).

8 — Squash: RN v. Devon (BRNC).

9 — Hockey: RNWA v. Dorchester (Dorchester); Swimming: RNWA v. Civil Service (London); Squash: RN v. BRNC (BRNC).

9-10 — Kayak: R. Dee 3 (Llangollen).

9-24 — Bobsleigh: Olympics (Lake Placid).

10 — Swimming: RN v. Kent (HMS Pembroke); Fencing: RN v. British Airways; Badminton: RN v. Cambridge University (Cambridge); Kayak: Great Bedwyn — Newbury (Pewsey); Hockey: RNWA v.



Admiral of the colours

Admiral Sir James Eberle, the Commander-in-Chief Fleet, receives the first Fleet colours from the Fleet Recreation Officer, Lieut. Ron Gould. Admiral Eberle was awarded his colours as captain of the Fleet tennis team. Until now, sportsmen serving in operational ships have represented their ships' home commands. Now that the Fleet has been granted competitor status in its own right, colours have been designed and 12 have so far been awarded.

## Sporting types in Naples



CPOWTR Bruce Jeffrey (above), who has been serving in Naples for the past 14 months, finished 44th out of 10,000 (that's right, 10,000!) runners in the 15th San Silvestro marathon in Rome. The race begins and ends in St Peter's Square and takes the runners around two laps of the city. Bruce reckons he would have run faster if he hadn't been so busy looking at the sights.



Pictured in action during the two-day Shriner's Golf Classic in Arney Park, Naples, is CPOWTR Reg Beryl Richards, who has been serving for Allied Forces Southern Europe in Naples for a year. She is the only regulator in the Royal Naval Element at the NATO headquarters. Arney Park is a beautiful American sports area with a golf course which is used by NATO personnel.

Pictures: CPO(Phot) Les Warr.

## BADMINTON

### Devon draw, Berks beaten

Two matches against county opposition wound up the first half of the season for the Navy's badminton squad. The Navy drew 6-6 with Devon in H.M.S. Drake, and beat Berkshire 11-4 in H.M.S. Sultan.

The Drake fixture was followed by a coaching week-end for local naval players, run by NSW Bob Dixon.

LPT Peter Smale and Lieut. Geoff Rowlands (both H.M.S. Collingwood) won all three of their matches against Berkshire, WEA1 Richard Wiseman (Collingwood) and Bob Dixon (H.M.S. Nelson) won two out of three.

### THIRD PAIR

Search for the best third pair combination continued, with Lieut. John Lindsay (FXF 1) playing one match with Mid. Simon Abbot (BRNC) and two with REA1 Ted Hill (H.M.S. Daedalus), and winning the latter two. The Navy completed a creditable victory by winning four of the six singles matches.

Forthcoming badminton events include Navy v. Cambridge University at Cambridge on February 9; the Inter-Command championships in H.M.S. Drake on February 15-17; the Navy v. Portsmouth Select in H.M.S. Sultan on February 23; and the Inter-Service championships, also in Sultan, on March 3-4.

### ISLE OF WIGHT

A combined R.N./W.R.N.S. team beat the Isle of Wight 9-3 in H.M.S. Sultan.

WEA1 Wiseman won the Portsmouth Command singles title by beating Lieut. Alves (H.M.S. Sultan) in the finals of the championship, but lost out in the men's doubles when he and partner NSW Dixon were beaten in the final by LPT Smale and Lieut. Rowlands.

Mixed doubles honours went to Dixon and Mrs. Hunt, who beat Lieut. and Mrs. Rowlands 15-8, 15-13 in the final.

## Austrian ski trip

As a follow up to its successful Christmas trip, the R.N. Ski Club has decided to run a special Easter ski party to St Anton, Austria, from March 29 to April 11. Cost of transport (by coach), accommodation, breakfast and dinner is £163.

For more details write to the Secretary, R.N. Ski Club, Wildhanger, Amberley, Arundel, Sussex (telephone Bury 759) or telephone Lieut.-Cdr. N. A. Franks in H.M.S. Vernon (ext. 2597).

## Youth team beats Argyle

Plymouth Command Youth beat Plymouth Argyle Youth in an exciting and high scoring soccer match. After the sailors had gone into a two goal lead thanks to Woods (H.M.S. Raleigh) and Ward (H.M.S. Ambuscade), the Argyle team of apprentices, trialists and youth players hit back to lead 3-2.

But Woods equalized with two minutes to go, and Ken Keneally (H.M.S. Euryalus) scored the winner right on full time.

Southampton (Portsmouth); Volleyball: RNWA v. Whitefield (Bristol); Badminton: RNWA v. Havant (Portsmouth); Volleyball: RN v. Speedwell v. Paignton (Bristol); Hockey: RNU21 v. Cornwall (Plymouth); 12 — Hockey: RN v. Civil Service (Chiswick); 13 — Soccer: RN v. Devon FA, 1930 (Away); X-Country: 6th Aggregate Meeting (REME Bordon); Rugby: RN v. Oxford University, 1430 (Oxford); 15 — Athletics: RN Senior and Junior CC Championships (HMS Dryad); Squash: RN v. Jesters (Uxbridge); Athletics: RN(W) Cross Country (H.M.S. Dryad); Basketball: RN v. Civil Service (Chatham); 14-15-16 — Badminton: RN Inter Command (HMS Drake); 16 — Squash: RN v. Escorts (Uxbridge); Netball: RNWA v. Worcester (Worcester); Hockey: RN v. Oxford University (Oxford); 17 — Kayak: Windsor Tier 4 (Windsor); Hockey: RNWA v. Havant (Portsmouth); Hockey: RN v. Western Counties XI (Marlborough); Hockey: RNU21 v. Oxford University (Oxford); 20 — Rugby: RN v. Civil Service, 1430 (Chiswick); 20-22 — Squash: Inter Service Championships (RAF Uxbridge); 20 — Soccer: RN v. Wiltshire FA, 1930 (Salisbury); 21 — Table Tennis: Inter Service Womens Tournament (Aldershot); Boxing: RN v. RAF (Portsmouth); 22 — Table Tennis: Combined Services (Aldershot); 23 — Badminton: RN v. Portsmouth (HMS Sultan); Fencing: RN KO Finals (HMS Temeraire); Hockey: RN v. Guernsey XI (St Peter Port); Badminton: RNWA v. Winchester (Portsmouth); Hockey: RNWA v. Chelsea PE College (Portsmouth); 23-24 — Squash: Combined Services Match (RAF Uxbridge); Lawn Tennis: Inter Service B Team Championships (RAF Halton); 24 — Kayak: Newbury Circuit (Newbury); Hockey: RN v. Guernsey HC (St Peter Port); Volleyball: RNWA v. Whitefield (HMS Sultan); Volleyball: RN v. Whitefield v. Kesterels II (Bristol); Hockey: RNU21 v. Sussex U21 (Portsmouth); 25-29 — Judo: Advanced Proficiency Course for RN Squad (RM Poole); Judo: RN v. Western Area (RM Poole); 29 — Athletics: RN(W) Inter Service CC (friendly) (RAF Halton); Athletics: Inter Service CC Championships (RAF Halton); 27 — Rugby: RN v. Leicester, 1915

(Leicester); Hockey: RN v. Hampshire (Portsmouth).

### MARCH (first week)

1 — Fencing: RN v. Surrey County; Basketball: RN Junior KO Final; Hockey: RN v. Bowden (Bowden); Judo: Inter Service Championships (CTCRM); Football: RN v. Cornwall FA (Portsmouth); Football: FA County Youth Cup 4th Round; Swimming: Coventry Tournament (Coventry); 1-2 — Kayak: R. Trent (Darlaston); Modern Pentathlon: RAF Tetrathlon (Aborfield); 2 — Hockey: RN v. Hants U21 (Southampton); Hockey: RN v. Brooklands (Brooklands); Kayak: Oxford Tier 3 (Oxford); Hockey: RNWA v. Hampshire A (Portsmouth); 3 — Football: Medway v. Royal Marines and finals Inter Command Cup Plymouth v. Scotland (HMS Sultan); 3-4 — Badminton: Inter Service Championship (HMS Sultan); 3-7 — Skiing: RN Ski Championship (Aviemore); 5 — Football: RAF v. Army — Inter Service Tournament (Costford).



## OLD TIMER SIGNS ON

The hulk of a tender abandoned on Diego Garcia by a passing expedition has been given a new lease of life — as a Royal Navy patrol boat.

The R.N. party on the Indian Ocean island christened their latest acquisition with a can of beer, naming her Old Timer after an English ale not normally available in their part of the world.

Old Timer — alias Naval Patrol Boat 1002 — was converted with help from U.S. and Philippino sources. Her maiden voyage was a two-week cruise as escort to the British Representative, Lieut.-Cdr. Jan Gooding, on his tour of the 55 islands of the British Indian Ocean Territories.

## Force heads East

Due to go West, three Royal navy frigates went East instead as a depression hung over the international scene.

With news of possible future problems in Yugoslavia and, farther East, the Russian intervention in Afghanistan, three ships of the Fourth Frigate Squadron due for a Westlant deployment in the area of the West Indies and East Coast of the United States found themselves heading for Gibraltar.

H.M.S. Cleopatra, commanded by Capt. John Tait (Captain F4), and H.M. ships Amazon and Avenger sailed from Plymouth on Monday, January 14.

The assault ship H.M.S. Intrepid, operating in the Atlantic with young officers from B.R.N.C. training on board, went to the Mediterranean, where she has been operating with R.F.A. Stromness.

With the frigates, which in late January were in the Naples area and have been involved in training and exercises, are R.F.A.s Fort Grange and Grey Rover.

# SONS OF THE SEA SAIL IN HERMES

H.M.S. Hermes has been turned into a seagoing schoolhouse for her current training cruise to the United States. Her "pupils" range from Dartmouth midshipmen — including Prince Andrew — to 40 sons of members of the ship's company.

The training cruise was planned when the Hermes's refit schedule was put back. It was felt she would be better employed in this role than sitting in a dockyard to await the refit.

A large number of trainees have joined the Hermes for her U.S. deployment, which started from Portsmouth in mid-January.

Midshipman Prince Andrew and the other 19 members of his class of officers under training at Britannia Royal Naval College, Dartmouth, will join the Hermes from February 22 to March 9.

During this period the ship will visit Pensacola and Fort Lauderdale in the United States before calling at Bermuda, from where the Prince will return to the U.K.

The training cruise provided a good opportunity for sons of sailors to experience life in a Royal Navy warship at sea. The 40 boys are spending five weeks in the

## Prince to join, too

Hermes — with the approval of their education authorities — and their victualling and fares home are being paid for by their fathers.

In all, about 80 Dartmouth officers will be involved in the cruise, in addition to 50 R.N. apprentices and 150 junior ratings. All will be doing the seamanship phase of their training.

Others on board to receive training at sea include 24 members of the Royal Naval Auxiliary Service, ten Ministry of Defence civilians, and an officer and 17 other ranks of the Royal Tank Regiment, who will be carrying out cross-training with the Royal Navy.

● Royal guests for B.R.N.C. — see Page 19.

## DART ON TARGET



● Whoosh! A Sea Dart missile soars away from H.M.S. Bristol, which successfully launched four of them on the Aberporth range. One was fired against the target hulk of the old fast anti-submarine frigate Rapid, doing nothing to enhance her appearance!

## Try again for Dartmouth ...

Young men academically qualified for officer training at Dartmouth but who can't quite demonstrate the leadership qualities required when

they apply to join the Navy may now be given the opportunity to make the grade.

Twelve-week courses in H.M.S. Raleigh, under the guidance of an

Navy News readers maintain a constant flow of name suggestions for ships being built for the Royal Navy, sometimes even putting forward ideas for new class names, too.

As the list of the Navy's Type 42 destroyers in service lengthens, and more take shape, it is understood that names planned for two of the ships to follow the Manchester — and whose keels have been laid — are Gloucester and York.

Another name for the future is Challenger, which may go to the unique new seabed operations vessel being built for the Navy by Scotts Shipbuilding Co., of Greenock. She will be a successor to H.M.S. Reclaim.

## Trouble shooters

A "quick-reaction" force of about 300 R.M. Commandos to protect important naval bases and North Sea oil and gas installations is to be known as Comacchio Company.

Initially the company will be based at Condor, Arbroath, and Marines at the Faslane submarine base will become a permanent detachment of the company.

The name Comacchio is taken from the lake in Northern Italy where Corporal T. P. Hunter, R.M. won the Victoria Cross during the Second World War.

## POLARIS

(Continued from Page One)

It was difficult to imagine a higher tribute than that to the professionalism and efficiency of the Navy and our submariners.

The Minister said that we must decide before long about the ultimate replacement for Polaris.

## INVINCIBLE FORMULA!



Lieut. Andy McBeath — plus trophies — is pictured in his Formula Four 1,000c.c. Vixen single seater racing car. Lieut. McBeath, deputy air engineering officer in H.M.S. Invincible, represented the R.N. and R.M. Motoring Association in hill climbs and sprints during 1979, and this year hopes to be competing in the same championship — ship's programme permitting — in an 1100c.c. Merlyn.

Although 1979 was his first year in speed events, Lieut. McBeath has been active in motor sports for some years. He is a past winner of the R.N.R.M.M.A. Sowerby Trophy Rally, and achieved a number of class records and wins, often against more powerful vehicles, in Association of South Western Motor Clubs championship events.

## Sonobuoy order

A £2 million contract has been awarded to Plessey Marine for assembly and manufacture of the U.S. DIFAR sonobuoy in the U.K. DIFAR is a passive directional sonobuoy system and will be used by R.N. and R.A.F. aircraft for anti-submarine work.

Plessey Marine have also received further contracts for five sets of R.N. ship torpedo weapon system Mark 1. This weapon control and discharge system is fitted in anti-submarine frigates.